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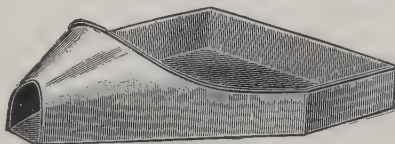
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Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

The grain trade's accepted medium for "Wanted" and "For Sale" ads. is the GRAIN DEALERS JOURNAL of Chicago, because such ads. placed in it bring quick returns.

Send your **NEW CORN** to us

BUFFALO. WHY? BECAUSE BUFFALO.

BUFFALO CAN BE REACHED QUICKLY.

Grading is done under the rules of the Grain Dealers National Assn.,
Buffalo Corn Exchange weights are accurate,
Our Eastern trade enables us to sell consignments quickly,
Our account sales and reports are rendered promptly,
Balances due shippers are remitted immediately,
Your shipments will be unloaded without delay,
We will trace shipments delayed in transit.

BUFFALO—EASTERN GRAIN COMPANY—BUFFALO

MEMBERS OF
CHICAGO BOARD OF TRADE BUFFALO CORN EXCHANGE GRAIN DEALERS NATIONAL ASSN.

BOSTON CHAMBER OF COMMERCE MEMBERS**A. W. JORDAN,**
Grain Broker

213 Chamber of Commerce BOSTON, MASS.

CAMPBELL & BURNHAM,
505 Chamber of Commerce,
BOSTON, MASS.Grain, Feed, Off Grade and Sample Wheat
Wheat Screenings, Feed Barley, etc.

WIRE OR WRITE US.

WE HANDLE all kinds of grain and
feed; also make a
specialty of off grade and sample wheat,
feed barley, kaffir corn, etc.

Correspond with us. Think it will pay you.

THE D. W. RANLET CO.

708 Chamber of Commerce Boston, Mass.

A PARTNER

HELP or a POSITION,

can be obtained quickly by plac-
ing an ad. in the "Wanted" col-
umns of the Grain Dealers Jour-
nal of Chicago. It is the grain-
trade's accepted medium for
"wanted" and "for sale" ads.**BROKER**

"If you want a broker for New England for the sale of Corn, Oats and Mill Feed, please write me. My business is strictly brokerage, I do not buy or sell for my own account. Refer to C. L. Dougherty & Co. of Chicago, Ill., Smith, Hippen Co. of Pekin, Ill., J. M. Quinn, Peoria, Ill., and Annan Burg & Co., St. Louis, Mo., all of whom I have represented in New England for years."

Yours truly,

B. C. WRIGHT,

609 Chamber of Commerce, Boston, Mass.

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

Established 1876

S. J. CLEVINGER

The Bourse, Philada. Penna

We want Grain and Hay consignments.
Quick returns.

WRITE FOR OUR BILLING AND SHIPPING INSTRUCTIONS

E. E. DELP GRAIN CO.ELEVATOR AND MILLS
BOURBON, IND.

Eastern Office, - Philadelphia Pa.

Established 1863

E. L. ROGERS & CO.
COMMISSION MERCHANTSGrain, Hay, etc. Consignments a Specialty.
358 Bourse Building**PHILADELPHIA, PA.**WE SOLICIT CONSIGNMENTS AND
BUY ON TRACK**Hay, Grain and Mill Feed****E. K. LEMONT & SON**

THE BOURSE PHILADELPHIA

A. B. CLEMMER
BROKERMakes
Specialty of Corn, Oats and Mill Feeds
The Bourse, Philadelphia**C. C. FRASER**
BROKER

GRAIN AND FEED

The Bourse, Philadelphia

L. F. MILLER & SONS

Receivers and Shippers of

GRAIN, FEED, SEEDS, HAY, ETC.

CONSIGNMENTS SOLICITED

Office 2931 N. Broad St., PHILADELPHIA, PA.

ORN and oats in split cars find a
ready market here.**M. F. BARINGER** THE BOURSE
502-3-4 **PHILADELPHIA****If Your Business**isn't worth advertising
advertise it for sale**PEORIA BOARD OF TRADE MEMBERS**W. H. Perrine, Pres. Frank M. Bunch, Treas.
H. A. Rumsey, V. Pres. N. R. Moore, Sec y & Mgr**RUMSEY, MOORE & CO.**
GRAIN AND COMMISSIONBoard Trade Building PEOR ILL.
Your consignments solicited—Personal attention—
Quick returns to
Ask for Our Bids.**BUCKLEY, PURSLEY & CO.**Commission Merchants
GRAIN AND SEEDS

10 Chamber of Commerce, PEORIA, ILL.

We want your business

W. W. DEWEY & SONS
COMMISSION MERCHANTS

28 Chamber of Commerce, Peoria, Ill.

YOUR MESSAGELet the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

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MILWAUKEE CHICAGO
E. A. BROWN & CO.
 GRAIN COMMISSION
 MINNEAPOLIS, MINN.
 Consignments Solicited. Prompt Returns
 Guaranteed.

TO GET THE TOP PRICES OF THE DAY
 Ship Your Grain to
FRASER-SMITH CO.,
 Grain Commission
 Duluth Minneapolis Milwaukee

WE WANT TO SHOW YOU

that our sales can't be beat.
 Will you give us a chance?

RANDALL, GEE & MITCHELL CO.
 Minneapolis Duluth

Advertising

Must first attract, then interest,
 and finally convince. Keep
 advertising and the country
 shipper will give you the
 preference.

NYE, JENKS & CO.

Grain Receivers
 and Shippers

WHEAT BARLEY RYE

Careful Attention given all orders from
Millers and Maltsters
 MINNEAPOLIS, MINN.

E. L. WELCH COMPANY

GRAIN COMMISSION
MINNEAPOLIS AND DULUTH
 Consignments Solicited

The VAN DUSEN-HARRINGTON Co. GRAIN COMMISSION

Write for prices and samples. We solicit your
 consignments and futures business.
 Minneapolis Winnipeg Duluth Kansas City

Wernli-Anderson Co.

GRAIN COMMISSION
 MINNEAPOLIS

Special attention given to handling
 Nebraska Winter Wheat.

OTTO A. ZIMMERMAN

Grain Commission Merchant

I Specialize on **BARLEY**

WRITE ME
 128 Corn Exchange Bldg., MINNEAPOLIS

J. H. Riheldaffer Co.

20 years' experience in grain trade.
 Three reasons for shipping us your

GRAIN

- 1st. We know the **value** of it.
- 2nd. We know **when** to sell it.
- 3rd. We work for **your** interests.

Corn our specialty

819 C of C Minneapolis

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J. R. Williamson Grain Co.

GRAIN COMMISSION MERCHANTS

Consignments Solicited

Sedgwick Bldg., Wichita, Kans

Stevens - Scott Grain Co. GRAIN BROKERS

We can make you delivered prices on Wheat,
 Corn, Oats and Kaffir Corn to any point in
 U. S. Write Us.

WICHITA, KANS.

Woodside-Smith Grain Co.

201 Board of Trade
 WICHITA, KAN.

Receivers and
 Shippers.

Correspondence
 Solicited.

KELLY BROS. GRAIN CO.

Your consignments and Wichita
 option orders solicited. Milling
 wheat our specialty.

Ask us to quote you.

WICHITA KANSAS

Consignments Mill Orders The J. W. CRAIG GRAIN COMPANY RECEIVERS and SHIPPERS

The house you will eventually consign to or
 place your mill orders with, why not do it now?

WICHITA, KANSAS

Buyers

Sellers

G. S. BARNES, JR.

GRAIN

RECEIVING AND SHIPPING

Milling Wheat a Specialty.

310-328 Board of Trade, Wichita, Kansas

INDEPENDENT GRAIN COMPANY

E. W. JONES, Mgr.
 WICHITA, KANSAS

Ask the Man who Consigns to Us.
 Mill Orders a Specialty.

HASTINGS & COMPANY GRAIN BROKERS

327 Sedgwick Block, WICHITA, KAN.
 Buyers for Exporters, Mills and Elevators.
 If in the market for winter wheat write
 or wire us for quotations.

McCullough Grain Co.

WICHITA, KANSAS

We want to hear from all buyers of strictly
 country run Kansas and Oklahoma Turkey
 and Hard Wheat. Ship direct from country
 stations.

CIFER CODES

We carry the following cifer codes in stock
 and can make prompt delivery.

Robinson's Cifer Code, leather	-	-	2.00
Hay and Grain Cifer Code	-	-	1.00
A. B. C. Code, 5th Edition	-	-	7.00
Baltimore Export Cable Code	-	-	8.00
Companion Cable Code	-	-	5.00
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Universal Grain Code	-	-	3.00
American Seed Trade Assn.'s Code	-	-	2.00
Stewarts International Code	-	-	.25

For any of the above, address

GRAIN DEALERS JOURNAL,
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RAILROAD CLAIMS BOOK

This book is designed to facilitate the making of Claims against railroads
 and keeping a complete record of them. There are four forms arranged so a
 carbon copy can be kept of each claim, as follows:

- Form A. Loss of weight in transit.
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This book will save its price many times over by economizing time and
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ORDER FORM 411. PRICE \$1.25.

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BALDWIN GRAIN COMPANY

Succeeding Baldwin-Walker-Tankersley Co.

GRAIN BROKERS BUYERS OF CAR LOTSRepresenting J. C. Shaffer & Co., Chicago, Ill., John T. Fahey & Co., Baltimore, Md., and reliable receivers in principal markets.
R. C. BALDWIN, Mgr. BLOOMINGTON, ILL.Member: Board of Trade, Chicago
Merchants Exchange, St. LouisBell Phone
No 39**GEO. W. COLE**

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Representing: Chicago, Peoria, Cincinnati, Louisville, and Baltimore Markets.

Territory: Between the Illinois and Mississippi Rivers. Write, Wire or Phone for bids.

McLane, Swift & Co.Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
BATTLE CREEK, :: MICHIGAN**L. E. SLICK & CO.**

310 Livingston Bldg., BLOOMINGTON, ILL.

GRAIN BROKERSWe buy grain for all markets.
Both Phones. Accounts of reliable firms solicited.**MILLET SEED CORN**

WHEAT, OATS AND GRASS SEED

BUYERS AND SHIPPERS

ALLEY-STAFF GRAIN CO.

MERCER,

MISSOURI

REINHARDT GRAIN COMPANY

Car Lot Dealers

McKINNEY, TEX.

Correspondence Solicited

W. A. THOMSON & CO.

CORN, OATS and RYE

LOUISVILLE, KENTUCKY

LET US HEAR FROM YOU

Buy the real article of a real live firm

The METAMORA ELTR. CO.

Metamora, Ohio.

MAGEE GRAIN COMPANY

Successors to REDMAN, MAGEE CO.

GRAIN

Delta Elevator

CAIRO, ILL.

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Brokers and Manufacturers Agents

Grain, Hay, Flour
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PENSACOLA, FLA. and TAMPA, FLA.

BLAIR ELEVATOR CO.

ATCHISON, KANS.

Receivers and Shippers

Kansas Hard Turkey Wheat, Corn and Oats

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SHIPPERS OF

CORN OATS

Kiln Dried and Natural CLIPPED and NATURAL

RENSELAER, INDIANA

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INCORPORATED

ALFALFA MILLERS

Kerno Falfa
A Pure MealCerro Falfa
Mixed Feed

Shawnee,

Okla.

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Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

The Howe Grain & Mercantile Co.
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Want Oats, Corn, Hay and Cane Seed

Our Specialty—Texas Raised Texas Red
Rust Proof Oats.**Halliday Elevator Co.**

WHEAT, CORN and OATS

CAIRO, ILL.

Elevator Capacity 500,000 Bushels

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Commission Merchants

GRAIN, HAY and FEED

CINCINNATI, OHIO

SHIPPERS

of CORN AND OATS

McCRAE, MORRISON & CO.
KENTLAND, IND.**CRABBS REYNOLDS
TAYLOR CO.**

GRAIN AND CLOVER SEED

CRAWFORDSVILLE

INDIANA

EDWARD STRITMATTER

Grain Merchant

COLUMBUS, - OHIO

INTERIOR POINTS A SPECIALTY.

Correspondence Solicited.

WHEN you have any grain or grain products to sell, give me a chance to furnish my prices; and when you want to buy, let me help you fill your orders.

R. E. ROBEY, Grain Broker, Oklahoma City, Okla.

**TURLE & COMPANY****CAR LOTS**

of all kinds of grain

IN and OUT of

**DULUTH or
MINNEAPOLIS****CONSIGNMENTS WANTED—****1st FOR MEMPHIS****2nd FOR J. C. WEST & CO.**

HONEST SERVICES. PROMPT RETURNS. TRY US.

MAJOR MOBERLY

Wholesale Hay, Grain and Feed

301 W. Pine St., Oklahoma City, Okla.

Alfalfa Meal and Mixed Feeds a Specialty



The New Million Bushel
Elevator of the Boston
& Albany Railroad at Boston, Mass., is
Equipped Exclusively with



“EUREKA” Cleaners

are highest grade in construction and
produce the most perfect results.

Sole Manufacturers

THE S. HOWES CO.

Originators of the Highest Grade
of Grain Cleaning Machinery



“EUREKA” WORKS: SILVER CREEK, N. Y.



Established 1856

Grain Elevator Machinery and Supplies

Largest Stock—Lowest Prices

B ELTING, Rubber		G RAIN TESTERS	
American.....	50%	Champion Two Quart.....	net \$ 8.00
Brighton.....	55-5%	Champion One Quart.....	net 7.70
Conqueror.....	60%	Howe Two Quart.....	net 11.25
Daisy.....	65%	Howe One Quart.....	net 10.50
Standard.....	75%		
B ELTING, Leather—Single or Double		H ANGERS, Adjustable Ring Oiling	
American.....	50-10-5%	1 15/16, 12-in. drop.....	net 2.45
Brighton.....	60-5%	Other sizes in proportion.	
Conqueror.....	60-10-10%	I NDICATOR Ring and Lever.....	net 2.00
Standard.....	70%	I NDICATOR Stand Complete.....	net 3.30
B ELTING, Canvas Stitched		L OADING SPOUTS, Chain Telescope	
American.....	60-10%	Extra Quality 8" diam. 8' long....	net 8.00
B ELTING, White Cotton Woven		Extra Quality 6" diam. 8' long....	net 7.00
American.....	50-5%	P ULLEYS, All Iron	
B UCKETS, Elevator		12" diam. and smaller.....	50%
Empire.....	60%	13" diam. to 24" inclusive.....	55%
Salem.....	60-10%	25" diam. and larger.....	60%
B OLTS, Elevator		P ULLEYS, Wood Split, all sizes.....	60-10-5%
Reliance.....	70%	P ULLEYS, Friction Clutch	
Norway Flat Head.....	70%	Give size and H. P.....	Special Prices

Just a Few Prices
as an index.

We carry everything
for
Grain Elevators
and
Flour Mills.

WE ARE WESTERN AGENTS FOR
Howe Scales, Complete Stock at Omaha
Witte Gasoline Engines, all sizes
Barnard and Leas Cleaners, Shellers, etc.
Avery Automatic Scales for Elevators and Mills
Man Lifts, Steam Boilers and Engines, Car Loaders

Send List of
Machinery & Supplies
for estimate
or if in hurry
Send us order
at Guaranteed
Prices

B OXES, Common Flat, 1 15/16.....		R OPE, Transmission, Manilla, all sizes	
Other sizes in proportion.		American.....	net per lb. 15½c
C OLLARS, Set, 1 15/16.....		Brighton.....	net per lb. 13c
Other sizes in proportion.		Standard.....	net per lb. 11½c
C OUPLINGS, Compression, 1 15/16.....		S HEAVES, Manilla Rope	
Other sizes in proportion.		For 3/4", 7/8" and 1" rope.....	50-10%
C OUPLINGS, Flange Face, 1 15/16.....		For larger rope, proportionate price.	
Other sizes in proportion.		S PROCKET, Chain.....	50%
C OTTON WASTE, No. 2, White		S PROCKET, Wheels	
Full Bales, about 100 lbs.....	per lb. 10½c	12" diameter and smaller.....	45%
Less quantities.....	per lb. 11½c	13" diameter and larger.....	50-5%
C ONVEYOR, Spiral.....		T EST WEIGHTS	
60-10%		Standard 50 lb.....	each \$2.50
D UMP IRONS		In lots 10 or more.....	each 2.25
Standard, complete.....	net \$ 9.50	T URN HEADS, Cast	
Controllable, extra heavy.....	net 23.25	8" with Hopper.....	net 5.20
E LEVATOR BOOTS, Cast Adjustable		Other sizes in proportion.	
For 11" buckets.....	net 17.50	W ASHERS, Cast for tie rods.....	per lb. 2¼c
Other sizes in proportion.			

DISCOUNTS APPLY TO STANDARD PREVAILING LISTS

American Supply Co., Omaha, Neb.

1110-1112 Farnam Street

Phones { BELL, DOUGLAS 5304
INDEPENDENT A2304

Watch for Special Bargains Each 25th of the Month Issue of this Paper.

"The proof of the puddin' is in the eatin'"

The proof of a cleaner is in the work it does

The best evidence of the work done by the "Western" Gyrating Cleaner is the following record of machines shipped to the various stations of one of our Indiana customers, the Crabbs, Reynolds, Taylor Co., Crawfordsville, Indiana, after having made exhaustive tests with almost every other make of corn and cob separators on the market.

Directors: A. E. Reynolds, Pres.; B. F. Crabbs, V. Pres.; Bennett Taylor, V. Pres.; T. C. Crabbs, Sec. & Treas.; W. B. Foresman, Auditor; C. C. Wheeler; W. W. Busenbark

CRABBS REYNOLDS TAYLOR CO.

**Incorporated
GRAIN AND FIELD SEEDS
CRAWFORDSVILLE, IND.**

October 24, 1910.

Union Iron Works,
Decatur, Ill.

Gentlemen:

Replying to your favor of the 19th, will state that we now have in use your gyrating corn cleaners at New Market, Linden, Raubs, Crane, Riverside, West Point, Ash Grove, Smithson, Francesville and have the machinery on hand to install at Wingate.

We are also anticipating the purchase of one of your machines for Cherry Grove.

These machines are all giving good satisfaction, and we can highly recommend them as the best corn cleaners we have ever tried.

You are at liberty to use our names in your advertisement as requested.

Yours truly,
Crabbs Reynolds Taylor Co.
A. E. Reynolds, Pres.

Machine Shipped

September 5, 1907
October 11, 1907
May 9, 1908
March 30, 1909
October 19, 1909
April 9, 1910
April 15, 1910
July 22, 1910
October 6, 1910
October 15, 1910

Station

Linden, Indiana
Francesville, Indiana
West Point, Indiana
New Market, Indiana
Crane, Indiana
Riverside, Indiana
South Raub, Indiana
Ash Grove, Indiana
Smithson, Indiana
Wingate, Indiana

Please note that these orders were not all placed at the same time but covered a period of three years, giving ample time to demonstrate the durability as well as general efficiency of the machines, which, in many cases, replaced cleaners of other makes.

Profit by the experience of others

and install a cleaner that has proven a success.

It will save your grain and dollars

The "Western" Gyrating Cleaner is built regularly for separating corn from cobs as it comes from the sheller, and re-cleaning corn

and oats, but it is an excellent wheat and small grain cleaner when fitted with extra screens furnished for this purpose; thus, you get two machines for the price of one.

Built in seven sizes with capacities from 175 to 2400 bushels per hour.

Write for full information and prices. Our complete catalog No. 26 may be had for the asking.

Union Iron Works, Decatur, Ill.

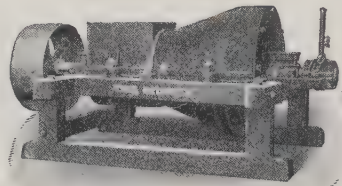
Sole Manufacturers

**"Western" Shellers and Cleaners
Grain Elevator Machinery**

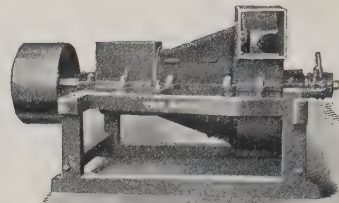
1221-1223 Union Ave. - - - - Kansas City, Missouri

THE SIDNEY

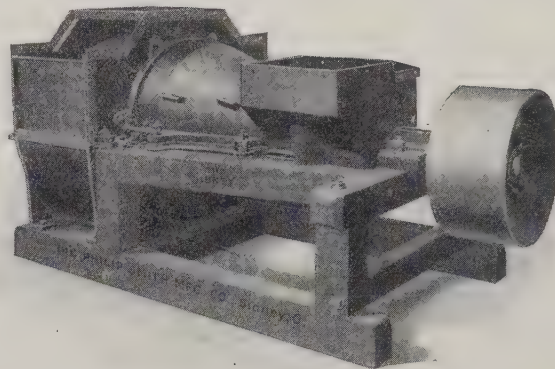
LINE



The
SIDNEY Regular Corn Sheller
With Patent Cylinder Adjustment on all
Sidney Shellers



The SIDNEY Fan Discharge
Corn Sheller
Patented Dec. 1, 1908



SIDNEY Sheller and Boot Combined
Patent Pending.

Write for
Our
Catalog
No. 25

Write for
Our
Catalog
No. 25

**BUY A SIDNEY CORN SHELLER AND GET A
SHELLER THAT SHELLS, NOT A PROMISE.**

THE EVIDENCE

Burbank, Okla.

Gentlemen:—

The Sheller has given perfect satisfaction and if we were going to put in another elevator we would be sure to order another one of your shellers.

Yours very truly,
THE OSAGE GRAIN CO.

Markle, Ind.

Gentlemen:—

The Sheller which we purchased of you last March gives entire satisfaction. It takes care of the corn as fast as we can get it to it.
Yours truly, FARMERS GRAIN CO.

Wren, Ohio.

Dear Sirs:—

The corn sheller we bought of you in December 1909 has been working nice and gives good satisfaction.

WREN ELEVATOR CO.

Royal Center, Ind.

Gentlemen:—

The No. 3 Sidney Sheller and No. 6 Revolving Screen Corn Cleaner I bought of you in November 1907 and which I installed in the G. A. Rea Elevator here is giving the best of satisfaction.
Yours truly,
SIMON J. CARROLL.

Unionville Center, Ohio.

Gentlemen:—Your Sidney Grain Cleaner and Fan Sheller will do all you say. I have been using both and I like them better every day. We haven't been able to choke the cleaner as it always is ready to do its part and more than we have been able to give it.

Yours respectfully, H. HALL.

Manufactured by

THE PHILIP SMITH MFG. CO.
SIDNEY, OHIO

A Complete Stock at Enterprise, Kansas.

GRAIN ELEVATOR BUILDERS

B. J. CARRICO

Designer and Builder of
GRAIN ELEVATORS
and FLOUR MILLS
In all Materials
Write for Plans and Specifications
FORT WORTH, TEX.



Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

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Designers and builders of grain elevators.
Elevator property bought and sold.
SIDNEY, OHIO

Write to the

Cramer Construction Company

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon
modern grain elevators. Over
200 of our houses in operation.

W. D. SHORT

Successor to J. A. HORN & CO.,
Oklahoma City., Okla.
ELEVATORS, MILLS, WAREHOUSES
THE LATEST, THE BEST
and at the right price.

WESTERN IMPROVEMENT CO. ELEVATOR CONTRACTORS

We design and build grain elevators through-
out the Northwest.
Write us for Plans and Specifications.
MINOT : : NORTH DAKOTA

V. E. FORREST CO. ELEVATOR BUILDERS

TYNDALL, SO. DAKOTA

Successors to C. M. Forrest & Co.

MODERN ELEVATORS?

YES, INDEED. Address the inquiry
W. H. CRAMER
ST. PAUL, NEB.
and satisfaction will be yours. Convincing
references.

W. H. WENHOLZ

Designs and Builds 'Em
GRAIN ELEVATORS AND MILLS
28 years experience, that's not all, write me
about my Grain Cooling System.
1212 Fiftieth Ave., Morton Park, Ill.

O. P. HIETT CO.

BUILDERS
GRAIN ELEVATORS, FLOUR MILLS AND
DISTILLERIES
Also handle Machinery and Supplies.
PEORIA - - - ILLINOIS

REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.
R. M. VAN NESS, Fairbury, Neb.

We Build 'Em

Grain Elevators, Mills and
Warehouses
Plans and
estimates
furnished
Peerless Construction Co.
Wichita, Kan.



M. J. Travis & Co.

Builders of Grain
Elevators in Wood and
Reinforced Concrete
KANSAS CITY, MO.

I. J. HERRING

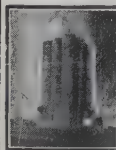
Contractor and Builder of Modern Up-to-Date
Country Elevators
All work personally looked after—not in
office but on the spot. Write for reference.
HASTINGS, NEBR.

STEEL GRAIN TANKS

We are pioneers in this line and are building
tanks in the good old fashioned way. Joints
caulked and guaranteed water, weather and bug
proof. Long experience has demonstrated the
necessity of high grade workmanship to make
steel storage a success. We do it.
Wm. Graver Tank Works, East Chicago, Ind.

Unsurpassed Facilities

We can now assure those interested
in the highest class construction of
Grain Elevators, Mills
and Warehouses
Wood, Steel or Cement
On points of experience, merit, and right
price we guarantee you satisfaction.
Give us an opportunity to prove it.
P. H. PELKEY CONSTRUCTION CO.
WICHITA, KANSAS
Builders, Designers and Engineers
G. C. Christopher and A. C. Rynders, Sole Owners



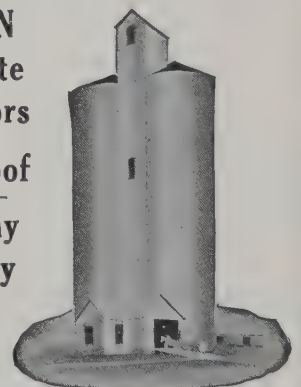
Fireproof, Concrete Country Elevator

12 Bins, Capacity 40,000 bushels
A. W. MENK, Builder
Minneapolis, Minn.

Drive

Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profitable
ride.

FINTON
Concrete
Elevators
Fireproof
Bins any
capacity



Exterior of Double Tank Elevator

No Insurance Needed, no Interruption to Business,
no Wood, no Repairs, no Paint, no Deterioration, no
Rats, no Mice, no Spark, Fire or Lightning Hazard.

Write for further particulars.

FINTON CONSTRUCTION COMPANY,
Appleton, Wis.

D. F. HOAG
Contractor and
Builder of ... Grain Elevators and Warehouses
MINNEAPOLIS, 222 Corn Exchange, MINNESOTA

GRAIN ELEVATOR BUILDERS

Better have **YOUNGLOVE** build your **ELEVATOR**

than to wish you had.

Younglove Construction Co.

219 Grain Exchange

SIOUX CITY IOWA

Grain Elevators Storage Tanks Ware Houses

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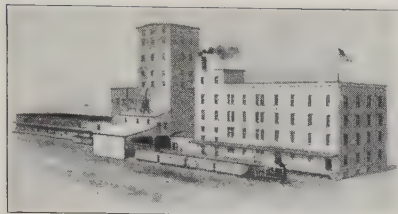
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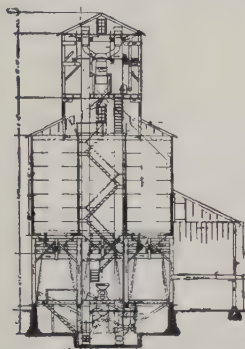


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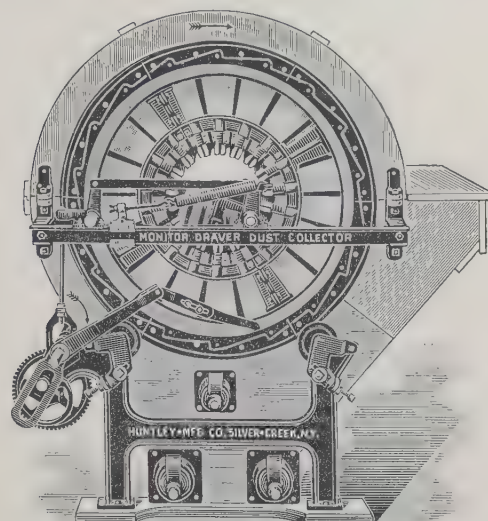
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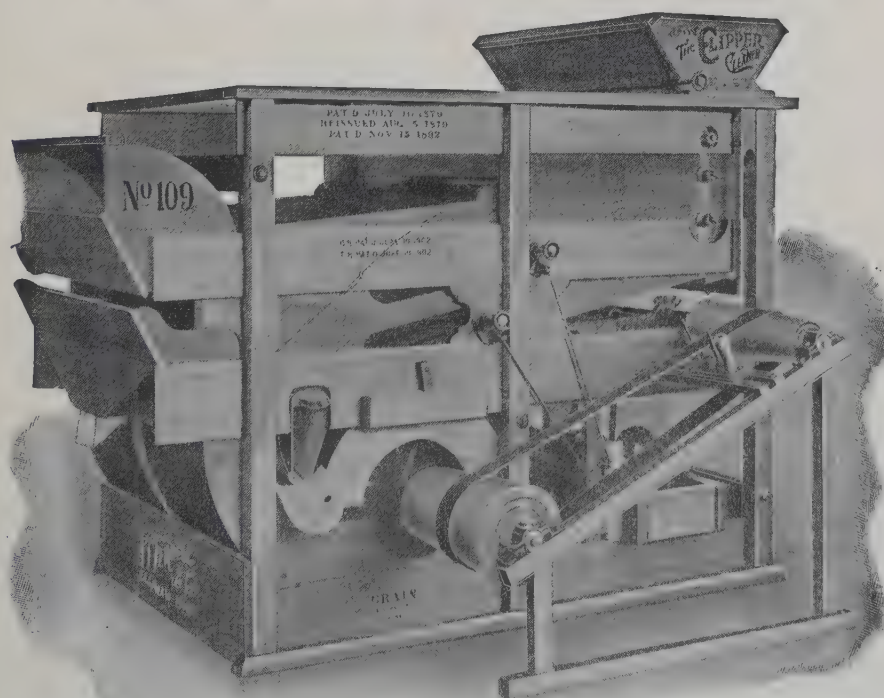
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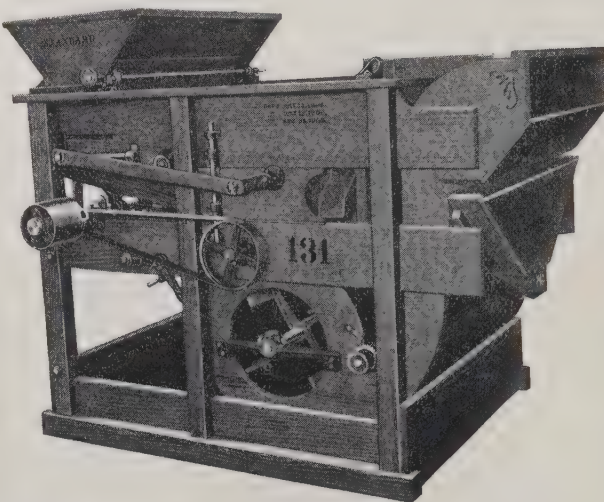
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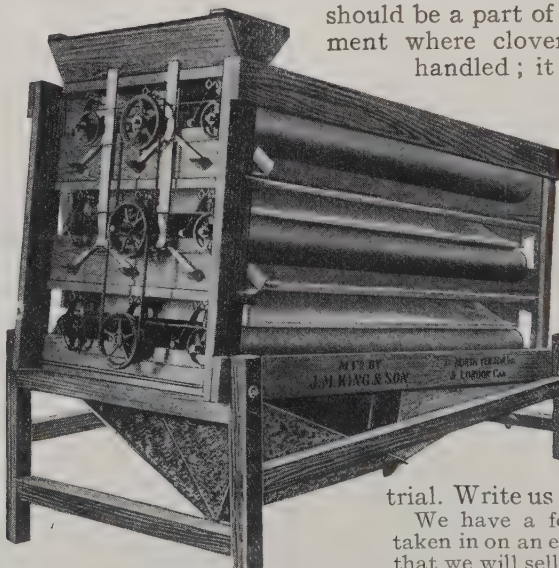
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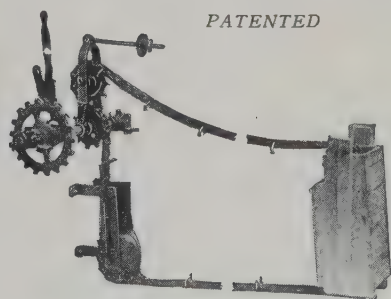
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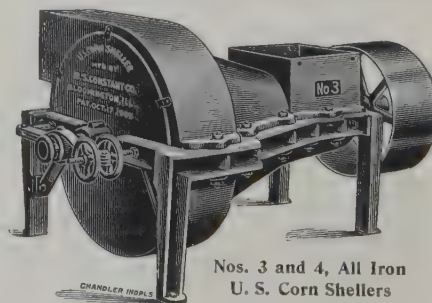
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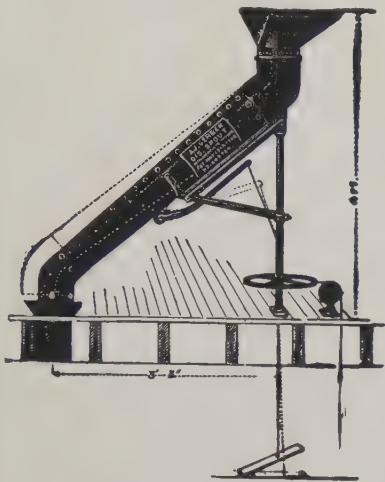


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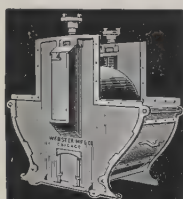


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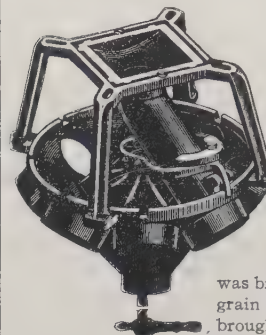


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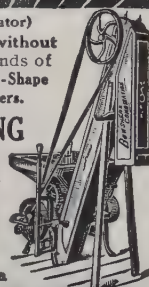
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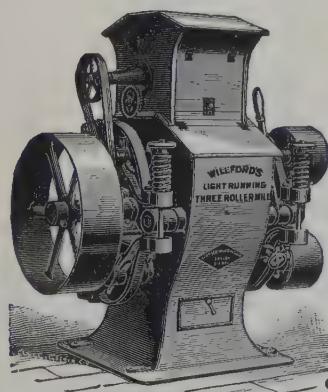
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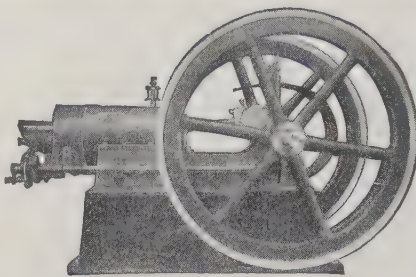
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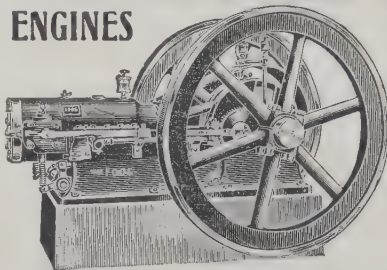
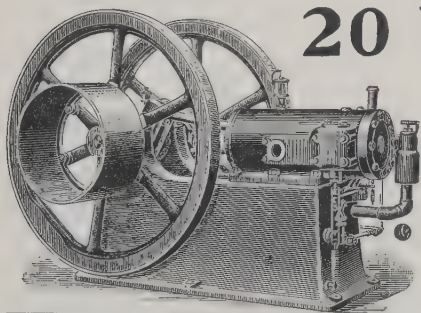
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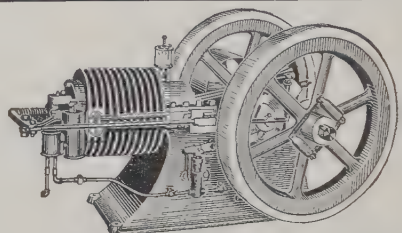
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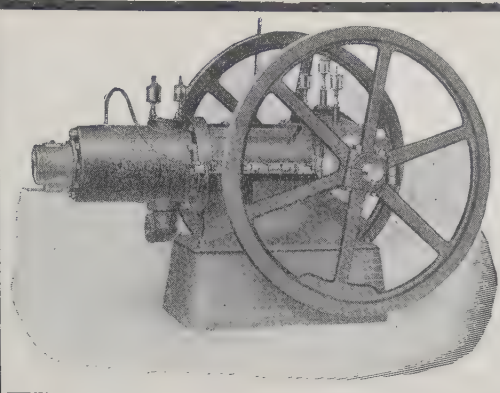
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It produces power at a small fraction of the cost of operating any other type engine.

Will Pay for Itself in a Short Time

Operates on CRUDE OIL, FUEL OIL, KEROSENE or DISTILLATE. Write now for Free Catalogue.

MUNCIE GAS ENGINE & SUPPLY CO., Muncie, Indiana

Mulberry Street and Railroads

WHEAT TABLES

On Cards

are given. Also a table for bushels of 56 lbs.

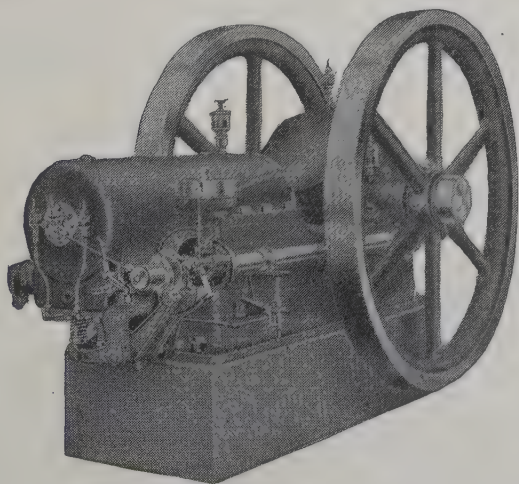
Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents. GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

Clark's Wheat Tables for reducing wagon load weights to bushels, reduce any number of pounds up to 4,090 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage reducing any quantity of flaxseed, rye or shelled corn up to 4,090 lbs. to

THE FIELD THE DE LUX ENGINE AN ELEVATOR ENGINE

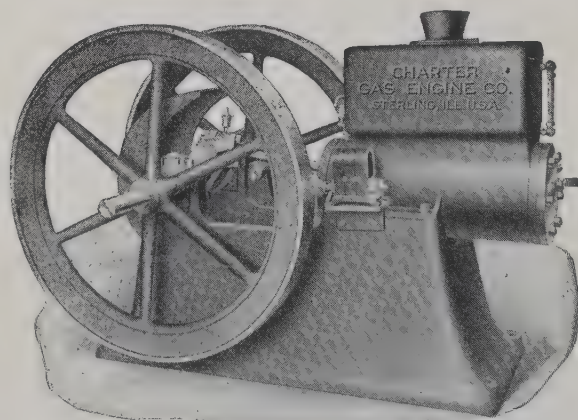
Write us for a list of elevators using THE FIELD



MFG. BY

THE FIELD-BRUNDAGE CO.
JACKSON, MICH.

**Last Issue it was 16 Years Constant
Use in Elevator—Note this is 20**



A CHARTER IN USE OVER TWENTY YEARS

Jacksonville, Ill., Oct. 14, 1910.

Charter Gas Engine Co., Sterling, Ill.

Gentlemen:—Yours of Oct. 7th at hand and contents noted. Have been away from home or would have answered sooner. In reply will say I have a Charter Engine in my elevator at Markham, Ill., that has been in use more than twenty years and runs good. Don't believe you can wear it out in one hundred years.

Yours respectfully,

W. B. GROVES, R. F. D. 7, Jacksonville.

Original Gasoline Engine of the World

100 H. P. and smaller for All Kinds of Work

Gasoline, Kerosene, Naphtha, Distillate, Gas, Fuel Oil
(Very Economical)

Send for Catalog and Give Your Specifications

CHARTER GAS ENGINE CO.

Box 509 Sterling, Ill., U. S. A.

John Dower of the St. Louis Merchants Exchange, says:

"A Correct Scale
is essentially the most important factor in a shipper's financial success."



Portable Bagger

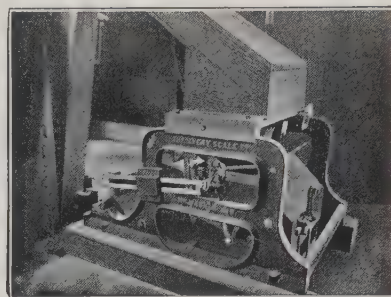
To CONVINCE you our Scale is correct—always correct regardless of irregular elevating, settling of elevator, trashy grain, or drowsiness of elevator helper—we will ship you one on sixty days' trial.

Surely this offer should give you confidence!

Write today for Catalog.

National Automatic Scale Co.
BLOOMINGTON, ILL.

AVERY



**WEIGH
YOUR
SCALE
BEFORE
BUYING**

YOUR BANK BALANCE FIGURES

FOLLOW THE LEAD OF
YOUR WEIGHT FIGURES

Would you trust the handling of your BANK ACCOUNT to the first man to ask you for it without investigation?

**YOUR SCALE RUNS YOUR
BANK ACCOUNT**

GET ITS REFERENCES!

AVERY SCALE CO.
NORTH MILWAUKEE, WIS.

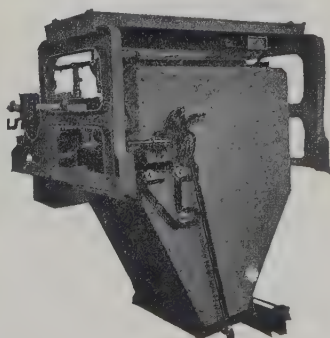
Why Put Back The Clock?

Your neighbor has installed the RICHARDSON AUTOMATIC SHIPPING SCALE and solved the vexed question of variations in weights!

Why muddle along and lose money through variations of that antediluvian hopper scale or experimental automatic?

Ask the man who knows and don't be a back number, but keep abreast of the times by adopting modern methods.

It will solve the question why you are losing money.



Richardson
IS
The Name for Quality

Specialists
ON
Automatic Scales

Richardson Scale Company

6 Park Row, New York

122 Monroe St., Chicago

415 Third St. So., Minneapolis

P. O. Box 876 Kansas City

Big Oaks from Little Acorns Grow

¶ The following letter came to the Journal entirely unsolicited. It points its own advice, and further demonstrates the thoroughness with which the Journal covers its field, and that no item, however small, escapes the eyes of its discerning clientele.

HARTWICK, IOWA,
September, 26th, 1910.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

A few weeks ago you inserted a local item that we had erected a seed house for storing and cleaning seed.

We were surprised, in a short time, to receive inquiries requesting bids on grass seed, not only in the United States, but also Germany.

If a local item brings such returns, an advertisement would certainly do wonders. We wish to thank you for favors shown us in the past, and wish you much success in the future.

Yours very truly,

JAS. McCARTY ELEVATOR CO.

¶ Advertising rates are low compared with the service and results rendered.



This Computing Beam and Grain Calculator gives you the correct number of bushels and pounds of grain and the exact amount in dollars and cents of any load. Saves time and errors. Send for catalogue.

We manufacture a full line of Wagon, Wheelport and Warehouse Scales.

AMERICAN SCALE COMPANY, 2130 Wyandotte St., Kansas City, Mo.

CHICAGO SCALE COMPANY

1021 Jackson Boulevard

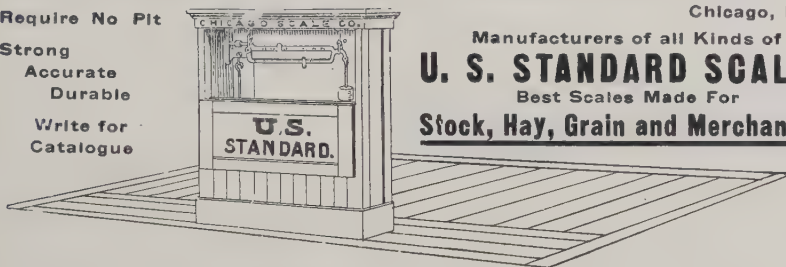
Chicago, Ills.

Require No Pit

Strong

Accurate
Durable

Write for
Catalogue



Manufacturers of all Kinds of
U. S. STANDARD SCALES
Best Scales Made For
Stock, Hay, Grain and Merchandise

Official Scale at all Fat Stock Shows

Highest Premiums Awarded at all Expositions

Only Scales Made Arranged to Hang in **SOLID STEEL FRAMES**

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

The Strong-Scott Mfg. Co.
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors



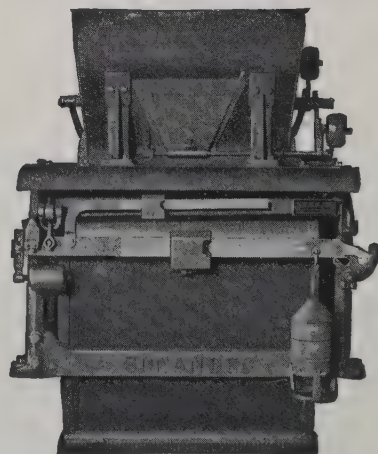
We have 20 Scale warehouses to save you time, freight and trouble.

Send for Catalog No. 550 SK

FAIRBANKS, MORSE & CO.

Chicago, Ill.	Kansas City, Mo.	Denver, Colo.
Cincinnati, Ohio	Omaha, Neb.	Los Angeles, Cal.
Cleveland, Ohio	Minneapolis, Minn.	San Francisco, Cal.
Louisville, Ky.	St. Paul, Minn.	Bakersfield, Cal.
Detroit, Mich.	Salt Lake City, Utah	Santa Maria, Cal.
St. Louis, Mo.	Spokane, Wash.	Portland, Oregon
Indianapolis, Ind.	Seattle, Wash.	

An AUTOMATIC SCALE Not An AUTOMATIC PUZZLE



SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to *you*.

The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

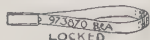
"Sonander Baggers are wonders" so users say.

THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO. Agents at all Grain Centers

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } **PRICE, \$3.00**
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

SNAP IT ON—Requires no sealing iron or other tools; simple, yet effective.



We number as desired.
Order now for your season's supply.
AUTOMATIC SEAL CO., DETROIT, MICH.

Establish

the fact that your cars were sealed at point of origin with a seal that cannot be duplicated. It protects you against loss. Use the Tyden Self-Locking Car Seal, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price, \$3.50 per 1,000. Samples free.

INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Gen'l Sales Agent,
617 Railway Exchange Building, CHICAGO, ILL.

You may need some special equipment for handling this

Big Corn Crop

We have it, also all kinds of Elevator Machinery and Supplies. Write us about your requirements.

Grain Dealers Supply Co.

CLAUS, BLAND & CO., Proprietors
305 So. 3rd St., Minneapolis, Minn.

BELTING, PULLEYS, HANGERS, SHAFTING and SUPPLIES GAS AND GASOLINE ENGINES

SEND FOR PRICES

THE OSBORNE & SEXTON MACHINERY CO., Columbus, Ohio

Milwaukee Bags



Our "Aurora A" is a full size 2 bu. 16 oz. cotton seamless sack—strong and durable and we are selling at prices which will interest you. We carry all sizes of Jute Grain bags—write for prices. Why not "Hindoo" Jute Twine for tying?

Milwaukee Bag Co., Milwaukee, Wis.



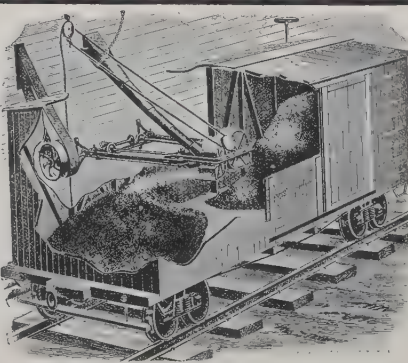
ASK THE PEOPLE WHO HAVE USED THEM

If you contemplate buying a car loader and doubt our ability to make good any of the many claims we make as to the merits of ours, tell us what it is and we will refer you to people who have used these loaders all the way from one to nine years and know what the machines will do.

Ask for the names of as many as you will write to and we will furnish them. The experience of others is a good guide, but you don't have to depend on that as you can get one on approval, and if you are not satisfied with it in every respect you may return it at our expense. But we don't think you will want to let it leave your house, for not a loader shipped by us during the last 22 months has been returned and there was nothing to prevent any one from sending his back had he wanted to do so.

We have them in five sizes, so when you write us please say how many bushels per minute you wish to load.

MAROA MANUFACTURING CO., DEPT. 3, MAROA, ILL.



No. 4 CHAMPION LOADER IT LOADS GROUND FEED

In fact it will load any kind of grain, seeds or meal.

When you are buying, buy the best.

SEND FOR PARTICULARS.

E. BAUDER, - Sterling, Ill.

COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine That Will Clean and Load at the Same Time.

The ONLY Car Loader That Will Not Damage the Grain.

The ONLY Car Loader With Automatic Loading Spout Which Insures Even Distribution of Grain in All Parts of the Car.

For Descriptive Circular and Prices, Address

Mattoon Grain Conveyor Co.

Mattoon, Ill.

**Combined Grain Cleaner
AND
Pneumatic Car Loader**

MANUFACTURED BY

**Mattoon Grain Conveyor Co.
MATTOON, ILLINOIS**

BIG CAPACITY Corn and Feed Mill

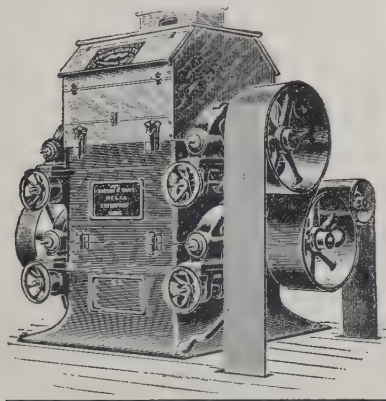
But **that** isn't the **only** advantage of this Ehrsam Two-High mill. It's made of finest materials for strength and **long service**. Frame is all cast iron—and arranged so that rolls can easily be removed for grinding and corrugating. Don't decide on any corn and feed mill till you get all the facts about the

EHSAM "TWO-HIGH"

furnished with belt or gear drive on slow side, as desired. Grinds coarse or fine meal, barley, graham flour, linseed meal, rye, corn chop, etc. Best for each. Built for rolls nine inches in diameter. Send your name **now** for all facts. Address

THE J. B. EHSAM & SONS MFG. CO.
2 Factory St., Enterprise, Kansas

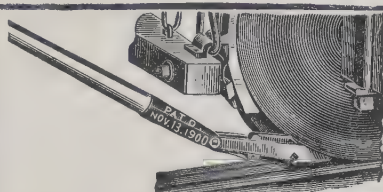
Mill and Elevator Supplies of Every Description



RUBBER BELTING

The Gutta Percha & Rubber Mfg. Co.

Catalog CHICAGO Samples



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

MORRIS GRAIN DRIER CO.
507-511 Chamber of Commerce, Milwaukee, Wis.
Several years of experience fully demonstrates that owing to the fact that Morris Grain Driers have thorough ventilation, drying grain much more evenly, truthfully stamps them as being superior to any other grain driers in existence. Can be constructed more economically than the average drier. Don't fail to write for pamphlet giving full information and testimonials regarding our driers, coolers and conditioners.

R



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills With FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist Penn Yan, N. Y.

Your Profits

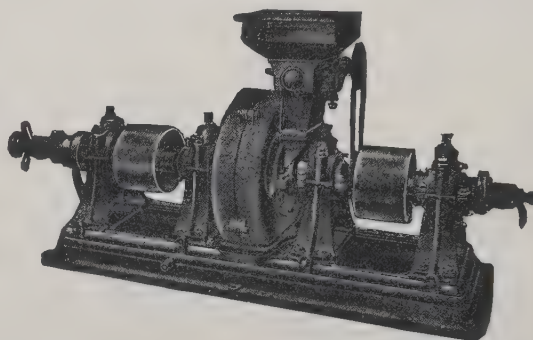
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO

P. O. 260, MUNCY, PA.



HOW TO SELL YOUR GRAIN NET and at a PREMIUM

If you will send for our new book; **Modern Methods of Grain Cleaning and Separating**, you will learn how elevator and warehouse operators, cleaning and separating their grain on a **NEW PROCESS**, are able to market their grain without dockage and at a price above the market.

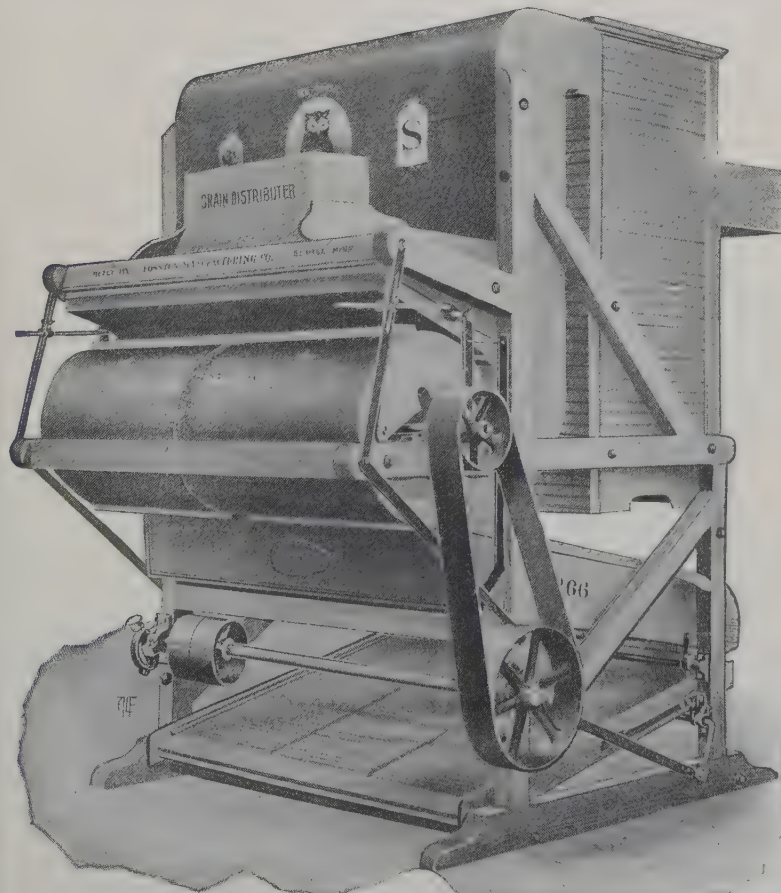
Only actual facts and figures are given in this catalogue, taken from the books of the elevators and testified to over the signatures of the Managers.

The NEW PROCESS COMBINATION CLEANER AND SEPARATOR

is the latest invention in the grain cleaning machinery line and it separates and cleans grain on entirely different principles than any other machine. It will pay you to investigate the merits of **The NEW PROCESS** before deciding on any other make.

Be sure to send for our book at once.

Fosston Manufacturing Co.
Merriam Park, St. Paul, Minn.



Too
bad
you
got
"stung"
on
that
last
cleaner.

Don't
let
it
happen
again.

Buy
a
Reliable
BEALL
Cleaner.

You
will
be
proud
to
show
it
to
others
especially
years
hence.

The Beall Improvements Co.

DECATUR, ILLINOIS

Hess=Dried Corn

Dried with Warm Air } With a
Cooled with Fresh Air } **Hess Drier**

Best for Shipping
Best for Storing
Best for Milling

Hess=Dried Corn is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of **Hess Drying** sweetens it, removes a odors, and by driving out all excess moisture prevents heating and makes it safe for shipping or for storing indefinitely.

Sold by many leading grain dealers throughout the U. S. A free list of these dealers will be supplied on request.

Hess Warming & Ventilating Co.

907A Tacoma Bldg., Chicago.

Ask about our U. S. moisture tester.

Why not
put
your announcement
here.

CYCLONE BLOW PIPE CO.

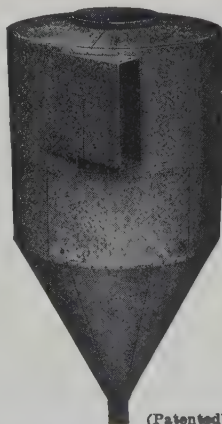
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low
Speed Systems.

541-553
West Jackson Boul.
CHICAGO, ILL.



(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—*The Mechanical Engineering Dept., University of Michigan.*



THE
**"New
Cyclone
1905"**

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

Grain Shipping Ledger

FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

U MAY

find a grain elevator to your liking in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago, Ill.; but, if you do not, you can surely find what you want by telling our readers your wishes thru our "Elevators Wanted" columns and thereby learn of some rare bargains which are not now advertised.

EDISON BSCO PRIMARY BATTERIES

will do your work better, no matter what that work is, give higher efficiency, more thorough reliability and at lower cost for renewals, maintenance and labor than any other batteries made.

Write today stating your requirements and we will send full information.

EDISON MANUFACTURING COMPANY

49 Lakeside Avenue, Orange, N. J.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
255 LA SALLE ST., CHICAGO.

"WE SOLD THE CLEANER"

MEMBERS TEXAS GRAIN DEALERS ASSOCIATION
ROBINSON'S CODE

Early Grain & Elevator Co.

SUCCESSORS TO

Early Grain & Hay Co.

ALLEN EARLY, Mgr.

AMARILLO, TEXAS

12/17/09.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

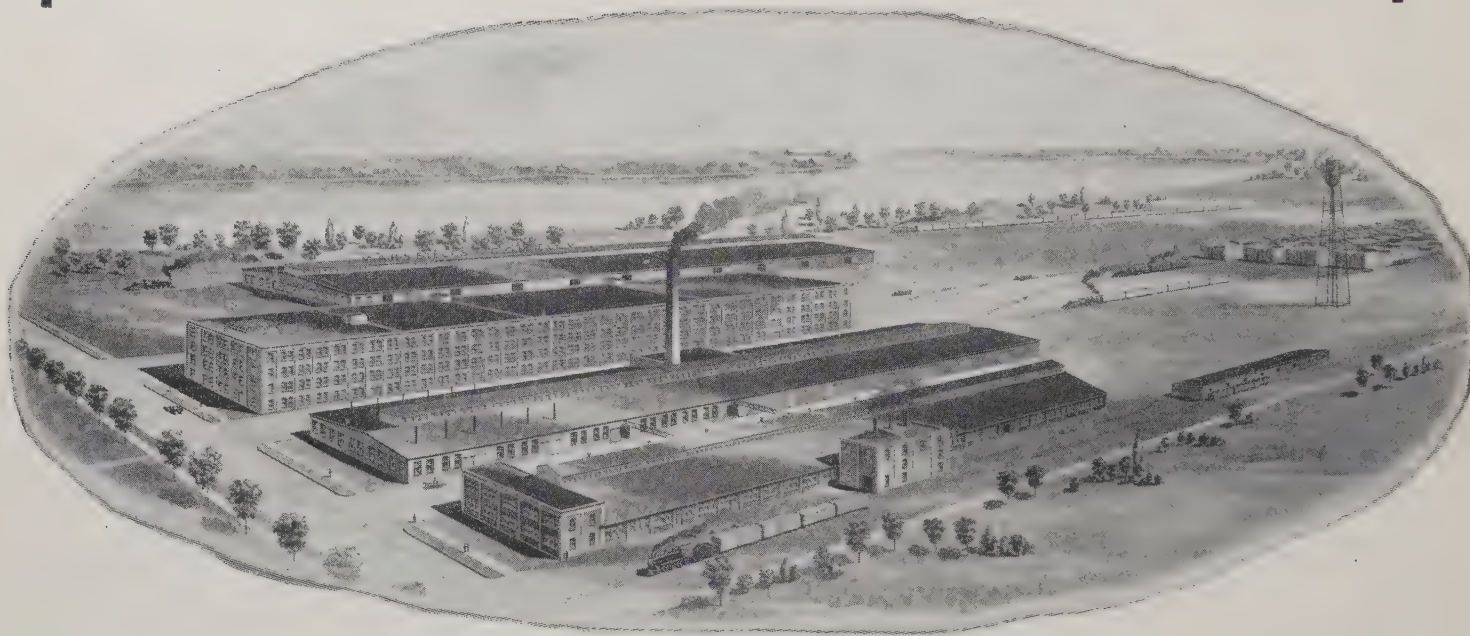
Please discontinue our ad with you. We
sold the cleaner on the 1st insertion of the ad.

Yours truly,

EARLY GRAIN & ELEV. CO.

To sell "used" elevator machinery of any kind, there is no better way than a "Wanted" or "For Sale" advertisement in the GRAIN DEALERS JOURNAL, Chicago, Ill. Cost is only 15 cents per type line per insertion.

Removal Announcement



Marseilles, Illinois, Oct. 10, 1910.

To the Trade

We take pleasure in announcing that our new plant at **East Moline, Ill.**, shown above, is now in operation and that the General Offices of this company have been removed to that City, to which all communications for us should be addressed. This has been accomplished with little or no inconvenience to our customers as we have a large stock of manufactured goods on hand with which to fill orders.

The name of our company has been changed from Marseilles Manufacturing Company, to **Marseilles Company**. Our capitalization has been increased from \$250,000.00 to \$750,000.00. We have spared nothing to make our new plant at **East Moline** the most thoroughly perfect and modern of its kind in the World. It represents an investment of more than half a million dollars and is equipped in every detail with every possible modern appliance for accurate, rapid and economical manufacturing.

We will continue as heretofore to manufacture the celebrated Marseilles line of Warehouse Corn Shellers, both with and without cleaning apparatus and for either shucked or unshucked corn, and the Marseilles Portable Elevators and Wagon Dumps; and in the agricultural line, in addition to Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Pumping Jacks, etc., heretofore made by us, we will manufacture in our new plant the world-renowned line of "Success" Manure Spreaders for trade of the Western States.

We take this occasion to express our sincere appreciation of past favors from our large line of patrons and to solicit a continuance of same in our new location. A cordial invitation is extended to all to visit and inspect our new plant.

Yours very truly,

MARSEILLES COMPANY.

===== NEW ADDRESS =====

MARSEILLES COMPANY - East Moline, Illinois

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

ONE NEW KING CAR LOADER for sale cheap. Harry E. Surface, Granville, Ill.

FOR SALE CHEAP, one Hess wire cloth spout for cooling and cleaning corn, practically new, size 12x24x20. Address The Goemann Grain Co., Mansfield, Ohio.

FOR SALE—1 40-in. Sampson water wheel and gearing; 1 Allfree bran duster; 1 pair 30-in. middling stones and equipments. Box 197, Knightstown, Ind.

NO. 8 BOWSHER FEED GRINDER with sacking elevator for sale. Mill in first class shape. Price \$55. Douglass, Kansas. Raymond & Son.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

FOR SALE—2 16 h. p. Lambert gas and gasoline engines. 1 No. 0 Barnard & Leas sheller and cleaner combined, 74 ft. elevator belt with 5x8 buckets. All as good as new. The Mull Grain Co., Manilla, Ind.

COMPLETE 60 TO 80 BBL. MILL outfit, including all elevator and conveyors, 3 double 9x24, 2 double 9x30, 5 double 6x18 and 4 double 6x20 roller mills. A large number of purifiers, sieve bolters and reels. 4 flour packers and 1 brand packer; 3 pair high 9x18 Noye roller mill; 3 pair high 9x12 Smith. Thos. McFeely, 232 Bourse Bldg., Philadelphia, Pa.

ALL THE MACHINERY from the large Hyde elevator at La Crosse for sale, consisting of belts, grain cleaning machine, dust collectors, fans, 9 hopper scales with hoppers, seven elevators with belts, cups, boots and tank complete, pulleys, shafting, friction clutches, new cups, boxes, engine room machinery and many other items all at a bargain. La Crosse Wrecking Co., La Crosse, Wis.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfree, belt drive; 1-7"x15" Alfree, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sale):

- 1 No. 4 Richmond Milling Separator, capacity 125 to 150 bus. per hour.
- 1 No. 5 Monitor Milling Separator, capacity 100 bus. per hour.
- 2 No. 8 Eureka Warehouse Elevator Separators, capacity 1,000 bus. per hour.
- 3 No. 4 Barnard & Leas Elevator Separators, capacity 750 bus. per hour.
- Roller Mills, 9x30 Stevens single; 9x18, 9x24 and 9x30 Allis, Stevens, Barnard & Leas Nordyke & Marmon and Case double.
- Attrition Mills, 19 inch and 24 inch Foos, 24 inch Monarch, 30 inch American, 24 inch Cogswell.
- Corn Crushers, Nos. 7 and 12 Sullivan; No. 7 Bowsher; No. 1 Foos.
- Elevator Belts—A big lot with buckets attached of various lengths and sizes.
- Pulleys—A big lot, both wood and iron, from 3 inch to 10 foot diameter. Write for Catalog No. 66 G.
- B. F. Gump Co., Mill and Elevator Machinery, 431 S. Clinton St., Chicago.

MACHINES FOR SALE.

WHEAT AND OATS SEPARATOR for sale. Good as new. Will sell at a bargain. Address W. L. McElhinney, McComb, Ohio.

EASTERN S. DAK. For sale—complete equipment for 50 bbl. flour mill, including engine and new 50 h. p. boiler. All machinery has been overhauled and rolls recorrugated. Will sell all or part at a bargain. Address V. E. F., Box 9, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES—BOILERS.

FOR SALE—25 h. p. horizontal tubular steam boiler, completely equipped and in first class condition. Findlay Grain Co., Findlay, Ill.

A 20 H. P. STEAM ENGINE and 25 H. P. boiler with 40 ft. of smoke stack. Chandler & Taylor Co. make. This engine has been run under careful conditions and is as good as new. Bryce Farmers Grain Co., P. O. Milford, Ill.

FOR SALE—One second hand 35 h.p. tubular boiler, containing 28 3/4 in. tubes, shell of boiler extending to form smoke box, full flush fire front with six doors, two ash doors, two firing doors, two smoke box doors, fire grates, plates and rollers, four supports riveted on side of boilers, four binding bars and rods, all complete except connections. Same can be seen at our elevator in Middle Point, O. Will be sold cheap, for we have no more use for it. Price \$150 at Middle Point, O. The Pollock Grain Co.

POWER EQUIPMENT FOR SALE. A great opportunity for the party that wants a good engine and boilers at a way down price. See the Monitor Drill Company, St. Louis Park, Minn., who will sell the following on account of installing a larger plant and needing the room: One 16x36 Atlas Corliss engine, fly wheel 11 ft. 6 in. diameter, 22 in. face; two 16 ft. x 60 in. Atlas engine works tubular boilers; 52 4 in. flues; (these boilers are good for 60 lbs. working pressure); one Webster Star vacuum feed water heater. Purifier and filter, right hand 150; this apparatus is all in first-class working order.

REBUILT ENGINES AND BOILERS. ENGINES—CORLISS: 20x48 Wheelock, 18 x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14 1/2x16 Buckeye, 11x16x12 Buffalo Compound, 13 1/2x15 Taylor, 13x16 Erie, 13x18 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armstrong & Sims, 11x16 Atlas, 10 1/2x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 H. S. & G., 14x18 Sinker-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10 x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8 1/2x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h.p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h.p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

GASOLINE ENGINES.

One 15 H. P. GAS ENGINE for sale in good condition. Address S. Bash & Co., Ft. Wayne, Ind.

GET OUR BIG LIST of slightly used gasoline engines and our prices. They will interest you. Gas Power Engineering Co., Milwaukee, Wis.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

17 H.P. GAS OR GASOLINE engine for sale. Fairbanks make, self starter. Michigan City Paper Box Co., Michigan City, Ind.

15 H. P. WITTE gasoline engine for sale cheap, with tanks, piping, clutch pulley, etc. Independent Electric Machinery Co., Kansas City, Mo.

ONE 8 H. P. HOWE GASOLINE engine for sale. Complete and in running order. Reason for sale, putting in motor power. Harvard Co-Operative Grain & Live Stock Co., Harvard, Nebr.

FOR SALE—One 5 h. p. Termaat & Monahan gasoline engine, one 15 h. p. Nash vertical, one 50 h. p. Miller, improved. Gregory Electric Co., 16th & Lincoln Sts., Chicago.

GASOLINE ENGINES FOR SALE.

- 44 H.P. Fairbanks-Morse.
 - 25 H.P. Columbus.
 - 25 H. P. Fairbanks-Morse.
 - 22 H.P. Fairbanks-Morse.
 - 15 H.P. Fairbanks-Morse.
 - 12 H.P. Fairbanks-Morse.
 - 6 H.P. Fairbanks-Morse.
 - 4 H.P. Fairbanks-Morse.
- Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

MODERN RAILROAD TRACK SCALE in first class condition for sale. Geo. C. Bagley Elev. Co., Minneapolis, Minn.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

FOR SALE—A good 38 ft. Fairbanks R. R. scale, weighing 120,000 lbs. In good condition. Price to suit purchaser. Owing to change in R. R. grade required a change to automatic scales. Teegardin & Taylor, Ashville, Ohio.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stoney Island Ave., Chicago.

FOR SALE CHEAP, 3 million ft. 2x6, 2x8 W. P. cribbing, long timbers, corrugated iron; also 21 Fairbanks-Morse scales. Ruel & Carr, Wreckers, Toledo & Wabash Elevator No. 5, Foot Courtland Ave., Toledo, Ohio.

MISCELLANEOUS.

MILLS AND ELEVATORS INSTALLED. Repairing and remodeling a specialty. Rope transmission and supplies. D. M. Firestone, Wakarusa, Ind.

ELEVATORS FOR SALE.

TWO ELEVATORS OF 25,000 and 12,000 bus. capacity for sale. Doing good business, good territory. Address Pearson & Hayton, Marshall, Okla.

15,000 BU. CRIBBED ELEVATOR on the Rock Island, 40 miles from Omaha in the corn belt of Iowa. A money maker. Address Omaha, Box 4, Grain Dealers Journal, Chicago.

GOOD ELEVATOR IN NORTHERN IOWA for sale. Handles a large amount of grain and coal and crop largest in ten years. Address Mac., Box 4, Grain Dealers Journal, Chicago, Ill.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B., Box 1, care Grain Dealers Journal, Chicago.

ELEVATOR IN NORTHERN IOWA doing good business, no competition. Past results will show property will pay a high rate of interest on the investment. Cash trade only. Address Iowa, Box 5, Grain Dealers Journal, Chicago.

SOUTH OKLA. Wanted to sell 4—70 saw gin and 25,000 bu. elevator, combined or separately; all or half interest; located in one of finest sections of South Okla. Terms liberal. Address X. Y. Z., Box 11, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. For sale, 15,000 bu. elevator on Wabash R. R. in Cent. Ill. in good corn, oats and wheat belt; good black tilled soil, good crops. Offer cheap; good reason for selling. This is a bargain. Address D. O. N., Box 3, Grain Dealers Journal, Chicago, Ill.

OHIO. Elevator for sale in N. W. Ohio, 10,000 capacity. Big corn crop ready to handle. Located on two railroads; never any car famine here. No scoopers and grain always handled at a good profit. A great bargain. Write us today. Tri-State Elevator Co., Hicksville, O.

CAVALIER CO., N. DAK. A good 35,000 bu. capacity elevator for sale in Cavalier Co., N. D. House in good repair and first class in every respect. Crops good; will make terms. Must sell on account of wife's health. Address A. P. R., Box 4, Grain Dealers Journal, Chicago.

ELEVATOR AND FLOUR MILL for sale. A proposition very seldom in the market. Situated in one of the best towns in northwestern Ohio. One of the best paying institutions in the state. A bargain of real merit. Open for inspection. Manns & Bower, 507 Gardner Bldg., Toledo, Ohio.

WESTERN OHIO. For sale 15,000 bu. elevator and 75 bbl. flour mill combined with coal business. No competition. Well located in western Ohio. Inspection solicited. Price \$7,500. E. C. Brungard, Big Springs, Ohio.

SOUTHWESTERN MINNESOTA. Line of elevators in Southwestern Minn. for sale. Doing a good business. Local and crop conditions never better; houses in good repair, equipped with all modern machinery. Full particulars on application. Address Minn., Box 4, Grain Dealers Journal, Chicago, Ill.

ILLINOIS. Two new modern elevators in corn belt of Ill., each 30,000 bu. capacity, do a business of 400,000 to 500,000 bu. yearly, on good margins, organized territory, no competition at either point. Do a nice implement business at both points. Good reason for selling; price \$25,000; make terms to suit; will sell either or both or half interest to right party. Further particulars address Rex., Box 10, Grain Dealers Journal Chicago, Ill.

ELEVATORS FOR SALE.

MICHIGAN. For sale, small elevator at Devil's Lake, Lenewee Co., Mich. A good location. Address Philip Horn, Monroeville, Ohio.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

EMERSON, IOWA. 30,000 bu. capacity cribbed elevator and ice plant for sale. Both doing a good business. No trades considered. Address J. W. Crawford, Emerson, Iowa.

KANSAS. For sale 12,000 capacity elevator in east central Kans. on C. R. I. & P. 250 car station; two elevators; also residence. Price \$10,000 cash. Address Elevator, Box 6, Grain Dealers Journal, Chicago, Ill.

KANSAS. For sale 6,000 bu. elevator in Jewell County, Kans. Only elevator in a town of about 700 population; one of the best countries on earth. Reason for selling, other business. Its a bargain, \$2,500. Address L. B. L., Box 6, Grain Dealers Journal, Chicago, Ill.

NORTHWEST IOWA ELEVATOR for sale. Town of 1,000, good grain territory, big business. Reason for selling same, owner located in different territory. If interested in a money maker address S. A. L., Box 8, Grain Dealers Journal, Chicago.

MISSOURI. Elevator for sale in grain belt of Mo. on Wabash R. R. 90 miles east of Kansas City. Flour, feed and meal business in connection. No competition. Good business. Machinery all new. Price reasonable, terms easy. Poor health cause of selling. Address K. E. Y., Box 6, Grain Dealers Journal, Chicago, Ill.

CHAMOIIS, MO., elevator for sale. Capacity 32 car loads. Ships about 185 cars of wheat per year and 40 of corn. No competition. Also handles feed, salt, coal and about three cars of flour per month. No mill here. Reason for selling, too old to run the business. Address Chamoiis, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Capacity 15,000 grain and 12,000 ear corn. 6 h.p. new gasoline engine. Small town, no competition; good opening for coal and lumber. Handled 25,000 bu. in Aug. Lot of old corn and bumper crop of new. Cheap at \$3,000. Address F. & T., Box 6, Grain Dealers Journal, Chicago, Ill.

WESTERN INDIANA ELEVATOR for sale. Good as new. Handles from 75 to 100 cars of grain a year. Also salt, cement and good coal business handling from 60 to 80 cars of coal yearly. Good feed grinder. No competition; in a good town of about 750 population and good farming country. Will sell right. For further information inquire of T. J. Connell, Milton, Ind.

150 BBL. CANADIAN MILL AND 35,000 bu. elevator for sale. 250,000 bu. wheat, 5,500 sq. miles tributary territory. Lots of custom work; big market; cost upwards \$45,000; much less will buy. Small cash payment, long time and low interest on balance. Town gives bonus and free taxes. This is a snap. Particulars, Geo. F. Mug, LaFayette, Ind.

\$4,000 WILL BUY a 6,000 bu. elevator and 150 ton hay warehouse in Central Ohio, 25 miles out of Columbus. Also handle feed and coal; good opening for lumber yard; no competition; handling about 50,000 to 75,000 bus. of grain and 150 to 200 cars of hay annually. Right man can make good money. Want to retire from business. Address J. E. Pierson, Condit, Ohio.

SOUTH DAKOTA. 25 M. bu. capacity cribbed and modern throughout elevator, in best wheat belt in So. Dak. for sale. \$5,500 takes it, best location in town; only four other elevators, best of competition, large territory. Write to undersigned if interested only. Rush, I am going to sell. Address Dak. Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

INDIANA. 10,000 bu. capacity elevator for sale, located in good farming country. Good building, steam power, only elevator at place. Grinding feed a specialty. Price \$4,500. Good reasons for selling. Large territory and a money maker. Address Snap, Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS. 20,000 bu. cribbed house, good condition, good competition, good gasoline power; shipped nearly 200,000 last year, at good margin; will do larger business this season but must sell immediately. Biggest snap in Central Ill. Address G. A. T., Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS elevator for sale. On B. & O. S. W. R. R. Ship about 125 cars of grain, 75 cars of hay and handle about 40 cars of coal per year. Capacity 25,000 bus., outside ear corn crib 10,000 bus., 25 h. p. gasoline engine, Western corn sheller and cleaner. Price \$6,500. Address H. E., Box 7, Grain Dealers Journal, Chicago, Ill.

\$7,500 WILL BUY a 35 bu. elevator in Indiana, 60 miles out of Indianapolis, town of 1,800 inhabitants, two railroads. Will have an excellent corn crop; cement, coal, flour and feed business and six lots in connection. Station handles 275,000 bus. annually; only one competitor. Good reason for selling. Will give possession at once. For further particulars address J. L. H. Box 8, Grain Dealers Journal, Chicago.

TEXAS ELEVATOR FOR SALE. Capacity in bins 20,000 bu. Warehouse storage, 10 cars, hay storage, 20 cars; ear corn crib, 2,000 bus.; cotton seed warehouse, 2,000 bu.; 1,000 tons coal storage. Equipped with all machinery. Can handle with least expense 5 cars in and out daily. Town 8,000 and good grain point. One block from Santa Fe R. R. Address Texas, Box 5, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For Sale—Grain elevator and warehouse, county seat town of 4,000, Northwestern Ohio, shipping 250,000 bus. grain annually; doing retail business of \$36,000 per year. One of the best grain points in Ohio. Price reasonable, 1/4 cash, balance easy terms. Also for sale, 4 grain elevators in grain belt Northwestern Ohio, doing prosperous business; prices \$4,000, \$5,000, \$6,000 and \$9,000. One-third cash, balance easy terms. Address E. W. Newton, Ohio Building, Toledo, Ohio.

KANSAS. For quick sale 10,000 bu. capacity grain elevator. Two large cement dumps, ear corn or threshed grain, fine sheller, cleaners, grinder, gas engine and everything necessary for successful handling of all kinds of grain; gravity lead to sheller. Is doing heavy business and in excellent condition. Owner did more than \$160,000 worth of business last year and cleared more than \$5,000 net. Best location in Kansas, being in Sumner Co. Best grain section in the west. Price \$6,500 cash for quick sale. Could give terms on part. Address F. L. D., Box 7, Grain Dealers Journal, Chicago.

OHIO. For sale, 15,000 capacity nearly new elevator in Northwestern Ohio. Feed grinder, gasoline engine, wheat and seed cleaner, corn shellers, coal bins, etc.; takes in 100,000 bu. per year; took in in July, Aug. and Sept. this year 45,000 bu. oats and wheat. Price \$6,000 if taken quick, \$1,500 down, balance easy payments; will rent for \$800 to right party with privilege buying end of 8 months, rent to apply on purchase price or will enter into joint account with right party who has capital enough to handle coal, flour, feed, besides buying hay, wheat, corn, oats, etc. Party must move there and look after business himself. Party to furnish capital against elevator. This is a nice town, 3 banks, good schools and churches; population 1,000. Address B. A. K. Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NEBRASKA. For sale—30,000 bu. capacity elevator on B. & M. Ry. within 50 miles of Lincoln, Nebr. Good grain point, good competition, good elevator. Can give possession at once. Address S. H. W., Box 9, Grain Dealers Journal, Chicago, Ill.

CENTRAL WISCONSIN elevator and feed mill for sale. Well established run for years. Owner has made enough money, wants to retire and go to California. A big bargain if sold at once. Address Peter, Box 9, Grain Dealers Journal, Chicago.

SMALL ELEVATOR, coal and cement block business for sale. Buildings new and complete; 35 h. p. gasoline engine, 5 stands of elevators, meal and feed mills. Location splendid. Price right. Full particulars upon application. Address W. H. Allenbaugh, Greenup, Ill.

MODERN ELEVATOR, FLOUR AND feed mill for sale. 200 bbls. daily capacity. Fine grain country, no competition. Also line of elevators, earning good profits, but must sell together or separately. Address S. T. U. V. Box 8, Grain Dealers Journal, Chicago, Ill.

CANADA. Elevators for sale at St. Thomas and Alvinston; both are equipped with grain cleaners and gasoline engines, in good condition; both are in good bean growing districts, especially the former; must be sold at once at a bargain. Address J. S. Dilliot, Rutherford, Ont., Can.

ILLINOIS. McDonough Co., on the C. & Q., 30,000 bu. house on own land with dwelling. First class up to date construction, complete modern equipment. Station handles 500,000 bus. yearly. Two elevators, fine little town. Must sell account of other large interests. Terms to suit. C. L. E., Box 8, Grain Dealers Journal, Chicago, Ill.

OMAHA. For rent or sale—a complete well equipped transfer, storage and purifying elevator, situated on the Burlington tracks at 2d and Pierce st. in Omaha. Handling capacity, 6,000 to 10,000 bus. daily; storage capacity, 60,000 bus. Write or inquire of R. Peterson, 1535 North 25th St., South Omaha, Nebr.

ELEVATOR IN WESTERN OHIO for sale on Nickel Plate Ry. Capacity 8,000 bus. in town of 700 doing a good business; handles 75 to 100 cars of grain annually, also coal and hay in connection; equipped with all machinery; only one competitor. For further particulars, address L. I. H., Box 9, Grain Dealers Journal, Chicago, Ill.

THAYER COUNTY, NEBR. Elevator for sale in wheat and corn belt. Large crop to move this year; nearly all grain is marketed; no cattle feeding; only two elevators in town of 1,200; good school and churches; last year's business 110,000 bu.; can be increased; also coal can be added. Best opportunity in state. Address County, Box 9, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA ELEVATOR for sale, located on P. F. W. & C. Ry. Capacity 20,000 bus. Grist mill, hay and coal sheds in connection; handles 150 cars of grain, 300 cars of hay and 100 cars of coal annually; equipped with up to date machinery; in town of 1,800. Interurban Ry. running alongside of elevator. A money maker for the right man. For further particulars address R. O. E., Box 9, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA. For sale—Elevator and mill in the central wheat growing county of Okla., located on switch of main line C., R. I. & P. R. R. in N. Enid, Okla., an addition to city of Enid. This is an ideal milling center owing to securing an abundance of wheat from the farm for all milling purposes. Elevator in operation; gas engine; mill idle for want of means. Price \$5,000, one-half cash, rest 1, 2, 3 and 4 yrs. at 7%. This is an exceptional layout for some mill and grain man. Coal, feed and stock handled on side. Address G. G. Black, N. Enid, Okla.

ELEVATORS FOR SALE.

SOUTHERN KANSAS. For sale—10,000 bu. elevator and coal business. Elevator is fully equipped with cleaners, hopper scale, Fairbanks-Morse gasoline engine, etc. Large office and coal bins. This is a money maker; only grain and coal business in town; located in So. Kan. in one of the best wheat and corn sections in the state. Address Business, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago.

WILL BUY FOR CASH one or two elevators in southwestern Iowa or southwestern Nebr. Conditions must be right and business good. Address O. O. N., Box 9, Grain Dealers Journal, Chicago.

WILL BUY an elevator or two in Indiana or Ohio in good grain country handling 100,000 bu. each or more. Give full particulars. Address W. W. Box 8, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country by advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

ROCK PHOSPHATE.

ROCK PHOSPHATE makes grain. Ask for crop chart. The Farmer's Phosphate Co., Urbana, Ill.

ELEVATOR BROKERS.

FOR SALE OR EXCHANGE, mills, elevators and good income property for improved farms, ranches or western land. Write for particulars. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE. Bargain in elevators in Indiana, Illinois, Iowa, Kansas, Oklahoma and other states. Write for descriptions stating location preferred. Iowa Mill & Elevator Brokers, Independence, Iowa.

JOHN A. RICE, Frankfort, Ind. Exclusive elevator broker. Commissions only. Always have the very best offered, all prices, over 600 listed. Reliable and profitable service to both sellers and buyers without exception.

J. D. CHANCELLOR, FOWLER, IND. I have a fine line of elevators for sale at prices that are right. Have some good bargains in Benton Co., Ind., the best corn and oats county in the state. I have one plant for sale that is handling ½ million bu. per year.

INFORMATION.

WANTED ADDRESS of E. C. Clark, formerly of Holbrook, Nebr. Address H. O. L. Box 8, Grain Dealers Journal, Chicago.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

WOULD LIKE TO HEAR from any of the grain trade who have reason to complain, account out-bound grading of corn and oats by the Missouri State Inspection Bureau at Kansas City and St. Louis. If possible, give date of shipments and name of Assistant Inspector signing certificates. Information to be used in an effort to have an investigation started by Gov. H. S. Hadley of Missouri. Darragh Warehouse Company, Little Rock, Ark.

AT AUCTION

Monday, Nov. 21, 3 P. M., on the Premises

Interstate Grain Company
CINCINNATI, OHIO

Real Estate—Buildings—Office Fixtures—Equipment
As An Entirety

TO HIGHEST BIDDER

BY ORDER OF J. W. MONTGOMERY, TRUSTEE.

The Interstate Grain Company Elevator and Hay Warehouse, situated on the C. H. & D. Railroad, has a track frontage of about 900 feet; construction and equipment of both elevator and warehouse are most modern; dimensions of warehouse, 250 by 56 feet, with a storage capacity of 90 cars of hay. Capacity of tracks, 42 cars. 96,000-lb. Fairbanks-Morse Hopper Scale, 3 unloading pits, 3 loading out spouts. Richardson automatic sacking scale. Silver Creek combination warehouse cleaner. Skillin & Richards car puller of 15 cars capacity. Storage capacity of bulk grain, 45,000 bushels. All machinery operated by electric power, with direct communication to each machine. Warehouse erected in 1906, elevator in 1909; 9 acres of land.

As this company is now in the hands of a trustee and winding up its business, the opportunity presents itself of purchasing one of the most modern plants of its kind at a bargain price.

Premises Open for Inspection Daily.

THEODORE MAYER & BRO.

Auctioneers

First National Bank Building - CINCINNATI, O.

Long Distance Telephone Main 921

BUSINESS OPPORTUNITIES.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

IOWA. For sale grain and coal business Iowa. Might consider good clear land for part payment. Give full description. Address G. & C., Box 3, Grain Dealers Journal, Chicago, Ill.

WILL SELL FOR CASH profitable business in grain, coal and millfeeds. Good modern elevator and equipped with up to date machinery. For further particulars address K. S. C., Box 6, Grain Dealers Journal, Chicago, Ill.

The ONLY HAY, GRAIN, COAL, wood and mining timber business in a town of 2,000 population for sale. The sales throughout the months of June, July and August run about \$1,200 per month; the winter months will more than double it and 75 per cent cash; no competition; best mining camp in Colorado. For full particulars write owner, Box 343, Goldfield, Colo.

NORTHEASTERN INDIANA. For sale or trade grain, seed, coal, tile, cement, wall plaster and retail feed business on Nickel Plate R. R. Plant includes 15,000 bu. capacity, gasoline power, good roomy warehouse in connection, located on switch. Good country and doing good business. Owner retiring on account of ill health. Address D. E. N., Box 6, Grain Dealers Journal, Chicago, Ill.

COAL AND FEED BUSINESS—Located in fine dairy section, on the L. S. & M. S. R. R. Grain elevator cribbed, cap. 20,000 bus. 60 h.p. gasoline engine, feed grinder, etc. Warehouse 25x98, with sidetrack to both elevator and warehouse. This plant is in A1 condition and will be sold cheap to quick buyer; best of reasons for selling. Also two small farms for sale at bargain prices. For full description and price address Miller Bros., Williamsfield, Ashtabula county, O.

MILLS FOR SALE.

20-INCH STRONG-SCOTT 3 roller mill for sale. Rolls newly corrugated. Write us at once. L. J. & R. W. Jeter, Ashton, Ill.

UP TO DATE FEED MILL in live town of 1,500, 80 miles from Kansas City. Address Mrs. Ada Halstead, Box 111, Brackenberg, Mo.

ALFALFA MILL in good running order for sale. Located in alfalfa belt. Also 80 h. p. boiler, 60 h. p. engine. If interested write Thomas Alfalfa Mill Co., Thomas, Okla.

FLOUR MILL. 150 bbl. cap. with 10,000 bu. elevator attached; 2 acres land, good town, 2 railroads. Cost \$10,000, account partnership trouble, will take \$3,000. Snap for someone. J. Oswalt, Gravette, Ark.

CENTRAL MINNESOTA. A first class flour mill for sale. Plenty of No. 1 wheat at the door. Received 30,000 bu. more than could grind last season. Good custom trade. Good 20,000 bu. elevator in connection. Address 923 Chamber of Commerce, Minneapolis, Minn.

MILLS WANTED.

WANTED TO TRADE QUICK, full paid stock in well known incorporated flour and cereal mill company, with business in several states, for a small up to date mill. Give and get full description. T. G. White, Marion, Ia.

HAY PRESSES FOR SALE.

AT HALF ITS VALUE, one Alligator full circle box hay press and straw press, 17x22 for sale or will exchange for a good lime grinder and pulverizer. H. C. Kyner, Shippensburg, Pa.

Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

SITUATIONS WANTED.

MANAGER OF COUNTRY elevator wants position. Experienced and capable; married and can give references. Address E. L. Reed, Hallville, Ill.

WANTED, BY NOV. 20th, position with reliable firm as grain buyer or manager of elevator. 8 years experience. A No. 1 reference. Address C. V. Ferver, Colfax, Ind.

MANAGER OF COUNTRY ELEVATOR wants position. Married. Age 43 years. Have had 10 years' experience in the grain business. Can furnish A1 references. Address L. L., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man 28 years of age as manager of country station; 7 years' experience. Best of references. Can come at once. Address Lock Box 164, Paxton, Ill.

WANTED—POSITION by young man 25 years of age; 4 years' experience. Expert gasoline engine; good bookkeeper; best reference. Go anywhere. Address Ed, Box 4, Grain Dealers Journal, Chicago.

MANAGER OF ELEVATOR, either with a mill or a country station, wants position. Have had 25 years' experience and can give references. Address A. C. F., Box 3, Grain Dealers Journal, Chicago.

MANAGER of elevator and coal yard wants position. Experienced; age 42, married. Am the right man for the right place. Address A. E. L., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by capable grain man, first class accountant, also stenographer and bookkeeper. Employed. Address R. I. S., Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—POSITION running an elevator, 20 years' experience with all kinds of grain and seeds. Also understand elevator machinery and gasoline engines. Can give best of references. Address Position, Box 7, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

FIRST CLASS GRAIN MAN wants position with some grain company. Have had six years experience and am competent to successfully fill any position pertaining to the grain business. Am not afraid of dirty work. Will go anywhere. Salary to start with no object. Can furnish best of reference. Address T. A. N. Box 8, Grain Dealers Journal, Chicago.

HELP WANTED.

ELEVATOR COMPANY located in a large city, doing at present a business of over 1,000,000 bus. a year, would like to correspond with an experienced grain man competent of taking full charge and further developing the business. If the right party can be secured, after he has demonstrated his ability, a stock interest in the company might be arranged. Apply stating in detail experience, references, etc., to Opportunity, Box 9, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

2 Journals \$2.00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.

and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

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SEEDS FOR SALE.

EBERTS GRAIN CO., Nabb, Ind., offers sunflower seed and winter turf oats in car lots and less.

FOR SALE—SEED. Pure medium, mammoth and alsike seed. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

SEEDS FOR SALE. Clover, timothy, millet, hungarian, red top and other field seeds. Write for prices. Illinois Seed Co., Chicago, Ill.

FOR SALE—Kentucky grown orchard grass and Kentucky fancy blue grass, fancy and unhulled red top, car lots or less. Louisville Seed Co., Louisville, Ky.

ALFALFA SEED, grown in Artesian Valley for sale. Also cane, millet and kaffir corn. Write for prices. Meade Grain & Seed Co., Meade, Kans.

NEW MADRID SEED CORN for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

JOHNSON GRASS SEED. Now in position to supply reasonable quantity choice, new crop seed. Suggest early purchases as crop is small and demand heavy. At close of last season could not be had at all. Pittman & Harrison Co., Sherman, Texas.

CHOICE HOME GROWN CLOVER, medium or mammoth, alsike and timothy. Raised in the best seed territory in the United States. In quantities from one bag to car loads. Samples and prices on request. Ask us about seed oats. The Sneath-Cunningham Co., Tiffin, Ohio.

WE HAVE a consignment of turkestan dodderfree alfalfa, crimson clover stored in New York; new crop European alfalfa, red clover, white clover, timothy, Engl. regrass, Bromus Inermis. Apply to our representative, I. L. Radwaner, 229 Broadway, N. Y. City. R. Liefmann Sons, Successor, Hamburg, Germany.

KAFFIR CORN. We are now prepared to make delivered prices on kaffir delivered to any part of the U. S. We are located in the center of kaffir corn territory; when you get your stock from us you get it direct from the fields, not mixed stock from terminal elevators. We guarantee it to arrive cool, dry, sound and sweet. J. C. Haines & Co., Augusta, Kansas.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments Solicited.
Send Us Your Samples.

ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

Red Clover, Timothy, Alsike, Mixed Alsike and Timothy.

BUY OR SELL. Send samples stating quantity

THE ADAMS SEED CO.
Decorah, Iowa

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed
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J. E. FARRINGTON SEED HOUSE
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H. MELVIN MAHIN

Commission Dealer in
Kansas and Oklahoma Broom Corn
Consignments Solicited
5300 Armour Ave., Chicago

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TIMOTHY, ALFALFA, CLOVER AND seed corn. Supply samples and quotations. The M.G. Madson Seed Co., Manitowoc, Wis.

SEEDS WANTED—Clover, timothy, millet, hungarian, red top and other field seeds. Send samples. Illinois Seed Co., Chicago, Ill.

Clover SEED WANTED. Any quality or condition. Buckhorn lots a specialty. Send samples with price to C. C. Norton & Sons, Greenfield, Ohio.

WANTED—Choice sunflower seed, car lots or less. Send samples and prices; also solicit grain, hay and seed shipments. Geo. W. Hill & Co., Nashville, Tenn.

SEEDS—We buy every kind of seed, also millets, kaffir corn, off grade wheat, feed barley, etc. Mail samples with price or ask for bid. O. Gandy & Co., South Whitley, Ind.

OATS WANTED

For seed purposes.

If you have nice, clean, heavy oats for sale, send us sample and advise quantity you have to offer.

Northrup, King & Co.,
Minneapolis, Minn.

BUCKWHEAT FOR SALE.

Buckwheat flour
Buckwheat groats

For sale by
Miner-Hillard Milling Co.,
Wilkes-Barre, Pa.

MEAL FOR SALE.

OWL BRAND COTTON SEED MEAL for sale. 41-43% protein guaranteed. Standard for 35 years. Write for our booklet, "Science of Feeding." F. W. Brode & Co., Memphis, Tenn.

G. S. MANN—SEED BROKER

715 Postal Telegraph Bldg., Chicago, Ill

SUNFLOWER A few cars New Crop Mam. Russian seed can be booked at special price for November shipment.

MILLET Imported Millets for poultry feeds now quoting at low values.
Write for samples and firm offers.

GRAIN FOR SALE.

BIDS WANTED on 2,000 to 5,000 bu. of oats, f. o. b. Arco, Lincoln Co., Minn., J. F. Krueger, Arco, Minn.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

HAY FOR SALE.

ALFALFA AND PRAIRIE HAY, carload lots. Lowest prices. Orders promptly filled. E. R. Boynton Hay Co., Kansas City, Mo.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

WE ARE IN THE MARKET for hay and straw. Write or wire price f.o.b. your track. Standard Hay & Grain Co., 387 Bourse Bldg., Philadelphia, Pa.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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NEW SALT
PROMPT SHIPMENTS
WRITE US FOR PRICES
THE COLONIAL SALT CO.
AKRON, O.
MANHATTAN BLDG. D. S. MORGAN BLDG.
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MINNEAPOLIS SEED CO. MINNEAPOLIS, MINN.

Genuine Texas Red Rust Proof Seed Oats

Selected and Recleaned. Even weight printed bags.
Car lots only.

TERMINAL GRAIN COMPANY

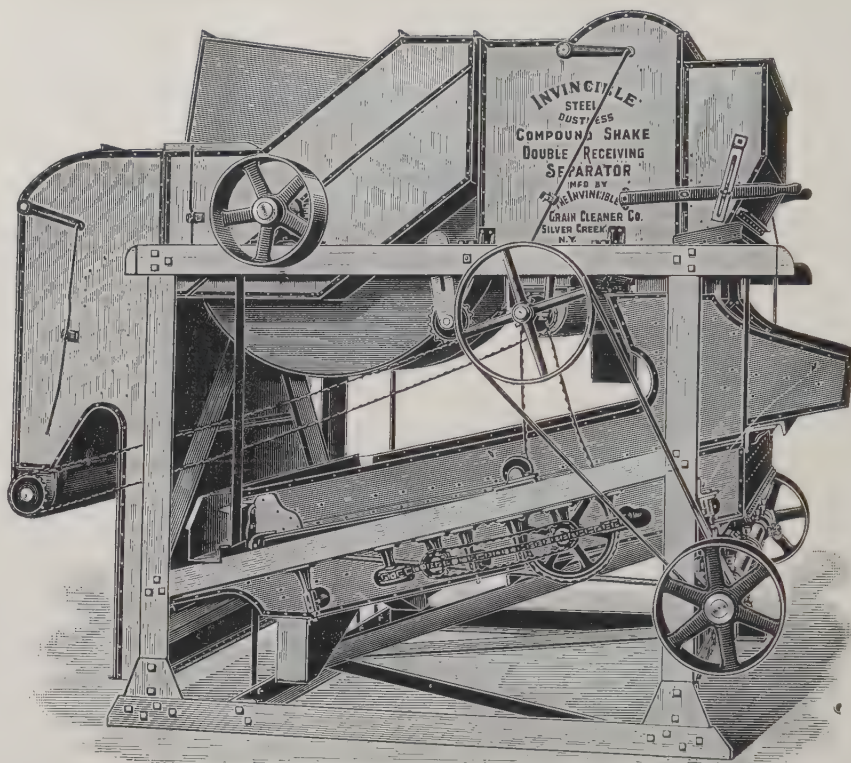
Fort Worth, Texas

Established 1875
The M. G. MADSON SEED COMPANY
SEED GROWERS, IMPORTERS and MERCHANTS
MANITOWOC, WISCONSIN

THE INVINCIBLE FIREPROOF STEEL COMPOUND- SHAPE DUSTLESS DOUBLE RECEIVING SEPARATOR

It has all modern improvements and devices found on any of our wood frame machines.

Write to any representative for particulars.



INVINCIBLE GRAIN CLEANER CO. SILVER CREEK, N. Y.

Represented by F. J. MURPHY, 225 Exchange Bldg., Kansas City, Mo. C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.
N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

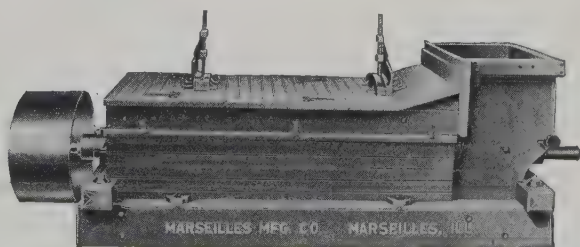
MARSEILLES WAREHOUSE CORN SHELLERS

Excel in Clean Shelling, Large Capacity, Perfect Cleaning, Convenience, Durability.

The NEW MARSEILLES Combined Warehouse Sheller and Cleaner (shown in the illustration to the right) handles either shucked or unshucked corn and is unequaled in either kind of work, both in shelling and cleaning. Our machines are always up to date in the matter of improvement. Always get our latest catalogue or see one of our latest type of machines before purchasing any other kind.

The NEW MARSEILLES is made in three sizes; capacities in husked corn range from 400 to 1800 bushels per hour, and in unhusked (snapped) corn, from 150 to 700 bushels per hour.

Can be furnished either with or without Feeder, Extension Drag Feeder, Cob Stacker or Shelled Corn Elevator.



The illustration to the left shows the Style "F" Marseilles Warehouse Sheller without cleaning device. Has the same shelling apparatus as the New Marseilles Combined Sheller and Cleaner, and is the best sheller ever offered the trade for use with a separate cleaner. Made in three sizes ranging in capacity from 400 to 1800 bushels per hour.

Either of the above machines can be installed in smaller space than any other kind of corresponding capacities.

SEND FOR CATALOGUE DESCRIBING OUR LINE OF SHELLERS IN DETAIL.

MARSEILLES COMPANY, - East Moline, Illinois

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the
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The Advertising

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 10, 1910.

GRAIN BUYERS who grade all purchases by the same rules they must sell their grain by, have some chance of doing business at a profit.

FARMERS APPLAUD buyers' efforts to drive competitors out of business by overbidding, because it transfers the grain dealers' coin to their pockets.

THE PRIZE ear of corn at the Minnesota State Fair brot the owner \$43.60. Could any farmer need further evidence of the profit in careful farming?

TELEGRAPH orders must be clear and succinct, else the commission man may misinterpret the message to the great loss and detriment of the sender. Read it over before sending.

WHEN THE Grain Dealers National Ass'n again has its headquarters in Chicago, the western ass'ns will feel it is in better position to help promote the interest of western shippers.

NO GRAIN scales can be expected to keep in working order unless given care and attention, especially must they be kept free from dirt and dampness. Draining water from driveway to scale pit is a most expensive diversion. The pit should be well drained and cleaned frequently, otherwise dirt will accumulate and interfere with the levers.

WEEVIL IS infesting stored grain in some sections of the country in unusual numbers. Frequent turning and inspection of grain only will protect the grain elevator man from loss.

THE BIGGEST car yet received at any terminal elevator is said to have arrived at Sheldon last week, as shown by a letter from the shipper in this number. It contained 3496.28 bus.

THE COMMON PRACTICE of paying the same price for all corn and taking chances on what the returns will be from the central market, gives no evidence of ordinary consideration for the success of a business.

QUOTATIONS of freight rates have been wrong so many times, it seems advisable for shippers to obtain confirmation of verbal quotations in writing before making shipments. By so doing, they will oft-times avoid trouble and prevent loss.

AN ILLINOIS grain elevator operator who took \$52,000 worth of farmers' grain into free storage has disappeared and the farmers are now wondering if free storage is not the most expensive obtainable. It always has proved so for grain elevator operators who attempted to gain business by giving it.

THE LEARNED discussions which have been going the rounds of the milling press regarding the free admission of wheat from Canada are, no doubt, responsible for the awful disaster of last Tuesday. Now let us forget it and go back to handling to better advantage the wheat grown this side of the line.

WHILE PRICE fixing organizations can now be maintained in but few states, still the laws do not require business men to indulge persistently in cut-throat competition. It is possible to maintain friendly relations with your competitors and much easier to do so, if you will but refuse to do business except at a fair living margin of profit.

IF CORN BUYERS would discriminate more sharply against stalks, husks and silks, farmers would demand better work of their huskers. So long as dealers accept this trash as corn, they encourage farmers to employ the cheapest huskers obtainable, because they will prove the most profitable so long as stalks, husks and silks can be disposed of at corn prices.

DOCKING RECEIPTS for future shrinkage in handling may be an established rule for some terminal elevator men in dealing with their tailors, but we doubt it. No doubt their new suits will shrink and deteriorate before they dispose of them, but the tailor expects them to stand that loss, just as the country shipper should expect them to stand any future shrinkage of grain bot from him.

OKLAHOMA AND TEXAS is not the only section of the country where frame elevators are placed in danger of burning by husks from shuck shellers. In our Kentucky column, this number, is told of the burning of three large warehouses, set on fire by burning shucks. Five hundred bales of hay went with the property up in smoke. It would be much better to have the shucks in the field for ploughing under.

SHIPPERS ORDER Bs/L only should be used where shippers desire to consign grain to their own order, otherwise they embarrass the receiver and cause friction between receiver and banker. Some railroads, no doubt, are giving out the straight bill of lading so as to escape liability for delivery to the wrong party, hence it behooves shippers to be on their guard and insist on having the proper forms for billing shippers order grain.

THE STATE scale inspector of Kansas has found one scale that was weighing 175 lbs. to the ton against the owner. Hence buyers are more willing to have their scales inspected than heretofore. It is worth many times the cost of inspection to know that your scale is weighing right. If the politician in the employ of the state does not do the work to your satisfaction, hire a scale expert to do the work and know your scales are correct.

IF THE GRAIN shippers of the land are to escape the greed of the grain carriers, they must watch more vigilantly the efforts of the railroads to advance charges for transportation and every service performed in conjunction therewith. The railroads naturally are demanding everything imaginable with the hope of obtaining enough to insure them magnificent profits on all the stocks and bonds they have issued or may wish to issue.

WILD OATS have formed such a considerable part of some carloads received in Chicago that the inspectors have graded the consignment "sample oats." This practice was discussed before the Railroad & Warehouse Commission this afternoon and it seems probable that the Commission will uphold Chief Inspector Cowen in the practice, so it behooves shippers to keep an eagle eye out for wild oats in their oat bins as well as in their cashier's pocket.

THE REPORT of J. G. Goodwin, Kansas City Board of Trade Weighmaster for the months of July and August shows that, of the 15,972 cars of grain unloaded, they were leaking as follows: At sides, 1,826; at ends, 2,073; at grain doors, 462; at door posts, 472; at corners, 323; at draw heads, 234; at end windows, 90; through floor, 128; at king bolts, 25; unsealed cars, 1,715. When shippers get to keeping such a record of each car loaded that will enable them to prove their losses, carriers will furnish better cars.

THE GRAIN DEALER who strives to get the price of his new elevator down to rock bottom, seldom gets a desirable house altho the specifications may have been complied with. While it is well to have all contracts in writing, it is especially advantageous to have it provide for a first-class house. Not only is such a plan better when the cost of operation is considered, but its cost of maintenance is less and the cost of altering it to meet your ideas, your wants, is *nil*.

LARGELY THROUGH the influence of the grain exchanges, grain trade patrons of the telegraph companies are approaching uniformity in the matter of paying tolls on their *own* messages. Making offers of grain by collect messages permitted of so much speculation, without incurring any expense, that the abuse grew to burdensome proportions. Many of the exchanges have long since forbidden their members to pay for collect messages of this character and now the Minneapolis Chamber of Commerce has seen the wisdom of their action and adopted a similar rule.

THE SLOGAN of the Ohio Ass'n at its fall meeting was "More Money for Agriculture and Less for Canals." Through the follies of log-rolling Congressmen more money has been wasted by the federal government in the so-called improvement of swamps, bayous and creeks than the country has spent in any ten years for the promotion of agriculture. If the United States is to continue to produce its own food stuffs, more intelligent farming must be indulged in. Few farmers have obtained maximum results because they have not given any special study to their own farm problems.

SO MUCH CORN is down on the ground in different sections of the country that it behooves every grain dealer to sort carefully all grain as it goes to the sheller. Keep the soft stuff and make no attempt to ship it. The result will be fewer cars graded off and more satisfactory returns from all shipments. Reports from huskers from different parts of the country are to the effect that corn is not turning out as expected. The yield is disappointing. Many stalks are found to be without ears. Professor McCall of the Ohio Agricultural Station explains this deficiency as relates to the crop of that state by the fact that a driving rain at the time the corn was in blossom washed away so much pollen that the yield was greatly reduced. The Federal Agricultural Department, with its usual perversity, is claiming an enormous crop and many grain dealers seem to be of the opinion that the government's claims are even more extravagant than usual. True, many farmers have disposed of their old corn, but even farmers are often sadly disappointed in the prospects as husking reports from different sections now prove them to be.

EVERY BULL movement in the grain market of late years has been so foolishly and unreasonably denounced by the press and the public, grain exchange governors do not seem disposed to give the Bull an equal chance with the Bear, so speculators fear to make any attempt to corner or bull the market. Naturally the large supplies in the central markets have a depressing influence, but they are not the only factor making for lower markets. It is not right that the bears should be permitted to indulge in any practices denied the bulls. While no doubt public sentiment is invariably favorable to the bear side of the market, still public sentiment often is dead wrong.

ON DEC. 10TH, during the annual show of the Iowa Corn Growers Ass'n a conference of delegates from grain exchanges, grain ass'ns, shippers' ass'ns, railroads, cereal manufacturers, country millers, agricultural schools, the press, agricultural department, legislators, seeds men, the commercial and civic clubs and manufacturers are to join in a conference to discuss ways and means of interesting all organizations in a national movement to obtain a larger yield of better grain. The movement is one which merits and, no doubt, will receive the hearty support of everyone identified with the grain trade, as it cannot help but result in material improvement in farm methods and products.

LENDING BAGS to farmers is a very expensive folly indulged in by some grain dealers who labor under the impression that they are able to increase the volume of their business through this expense. The very fact that 85% of the country grain buyers handle all the grain marketed at their stations *without* lending bags, shows that the lenders gain nothing by their foolishness. Ohio local ass'ns keep working with their members in an effort to abolish this abuse and, no doubt, their efforts will eventually be rewarded with success. It would seem entirely unnecessary for an ass'n to spend any time trying to prevent a grain buyer giving away his profits in the form of bags.

TWO SERIOUS accidents have occurred recently in concrete grain storage tanks; one because the horizontal reinforcing rods were not properly anchored, the other because of too light supports being used for sustaining the heavy concrete roof of a large tank. The Ohio accident, a rush job, was due primarily to carelessness on the part of construction foreman, while the Chicago accident was due, no doubt, to the use of I-beams too light for the load they were called upon to support. Concrete grain storage where properly constructed gives entire satisfaction and absolute protection from fire, but intelligence as well as care must be exercised at every point if concrete tanks are to be erected, so as to provide safe and secure storage.

UNIFORM RULES are absolutely necessary if the grain trade is ever to have trade rules which shall be recognized throughout the land as fair and equitable between contracting parties. The multiplicity of rules now in force through the efforts of the grain shippers ass'ns and grain exchanges designed to promote and foster business relations, serve principally to confuse and confound those engaged in the business. One set of simple rules, clearly defining terms and methods, would soon be recognized by everyone identified with the trade and kept close at hand, if not committed to memory.

AN ENGLISH scientist, who has conducted many experiments in seeds and made a study of their vitality, maintains, and with some reason, that better crops of wheat will be obtained by later sowing and proved his theory by recently harvesting a bountiful yield from a field sowed on July 19th. By his system of treating the seeds and the soil, the life force of the seed is said to be trebled, so that in many sections two crops could be grown each year. If Jim Hill does not prevent the adoption of this system by the United States, no person now living may starve to death because of his inability to get the last acre of farm land the Great Northern has to sell.

WE HAVE not many recent reports of cars leaking grain in transit, but that does not prove that the railroads are furnishing any better cars than they have been for the last four months. The deplorable condition of the rolling stock of the average railroad is ridiculous and proves the utter lack of business foresight. So many shippers have suffered losses in transit by reason of poor cars that many are now exercising the greatest care to fortify their business against such loss and to prove claims when the loss does occur. The short-sighted parsimony of the grain carrying roads will prove very expensive by the time they have settled with all the grain shippers whose property has been used to ballast the tracks.

DELAYED REINSPECTIONS have not yet been justified by anyone at interest, but in some markets the shipper is still held liable for deterioration of his grain long after the first inspection, when the buyer sees fit to find fault with it. A late complaint comes from Iowa. A car of Iowa corn being inspected at Omaha, April 27th, "No. 4 yellow, baldy damaged and soft." On Sept. 12th the shipper finally received an account of sales and an explanation that upon reinspecting the corn at elevator, it was found to be heated at one end, graded, no grade. The discount was only 14 cents. Rules which permit such practices are not fair to shippers and some steps should be taken to limit the time when a buyer may reject or accept a car bot on 'change.

PEDDLERS AND SCOOPERS.

Public sentiment is gradually increasing against the traveling shyster who peddles shoe strings, patent medicines and cheap jewelry, because it seems necessary to protect all people from swindlers in every way possible. Naturally, country merchants are averse to having their business interfered with by men who contribute nothing to the support of any of the local institutions and patronize none of the local merchants.

In all movements against these swindlers country elevator men can well afford to join and have drafted an ordinance strong enough to tax out of existence traveling buyers of produce as well as handbag merchants. The citizens of the town are much better off if they do not have the opportunity to waste their money in the purchase of worthless trinkets that are often sold to them at extravagant prices.

Different associations of merchants have done much toward promoting their business interests by securing the enactment of ordinances providing for license fees for transient peddlers who jump from town to town, staying in no one town long enough to give the purchaser an opportunity to show up their fraudulent transactions. The provisions of such ordinances can always be extended to the scoop-shovel grain shipper who never stays in one town long enough to learn the name of the station agent and whose financial responsibility is generally limited to what he must pay. Country merchants are becoming more thoughtful for their own interests and more determinedly set against the transient dealer.

FEW Bs/L would be forged if tissue duplicates of all order Bs/L were made out by station agent at initial point and sent to station agent at destination or first diverting point. The railroads experience no difficulty whatever in protecting themselves against the use of forged passenger tickets, notwithstanding the opportunity for such deceit is far greater than in case of car load shipments of grain. The property involved is large enough to justify more care on the part of the carrier in issuing Bs/L to protect the interests of themselves and the receivers. Shippers could help surround Bs/L with more protection by insisting that station agents always sign each bill in ink and stamp it with his station dating stamp.

Seed improvement literature by the ton and lectures by the year are all right in theory, but a discriminating price will secure quicker and far greater results, because the farmers will eagerly seek and gladly pay for the information now sent to them on special seed improvement trains and in a million bulletins free of charge, and what is more they will make use of the information obtained, because of the profit in doing so.

Lose No Chance of giving pleasure. You will pass thru this world but once. Any good thing therefore that you can do or any kindness that you can show to any human being, you had better do it now. Do not defer or neglect it, for you will not pass this way again.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WANT MARKET FOR COBS.

Grain Dealers Journal: Will readers of the Journal please give us the names of firms using corn cobs?—Turner-Hudnut Co., Pekin, Ill.

WHAT STATES HAVE WINTER COURSES?

Grain Dealers Journal: We understand there are several states which have winter courses of instruction for farmers, which the farmers attend for a week or ten days. We would like to learn the name and address of the colleges having such courses?—Huntley Mfg. Co., Silver Creek, N. Y.

CAR TRACER SYSTEM NEEDED.

Grain Dealers Journal: Some time ago we read in your Journal something relative to a new system of tracing cars in transit. Will you kindly give us the name of the party from whom we can get this information, relative to the system, as we would like to adopt something which would be more effective than the old way of writing a letter to the railroad agent, or Superintendent, asking them to trace and then never hear any further relative to the shipment until two or three weeks after it reaches destination.—Yours very truly, B. Strong Grain & Coal Co., Conway Springs, Kan.

Ans.—Address the Registered Tracer Co., Springfield, Ill.

BEST PLACE TO GET INSURANCE.

Grain Dealers Journal: Where do you consider the best place to get insurance on grain in an elevator? Please let us have your advice and oblige. Yours Respt., Chas. W. McCormick & Son, Logansport, Ind.

Ans.—We would recommend any of the grain dealers mutual fire insurance companies advertising in the Grain Dealers Journal.

They make a specialty of grain elevators and contents and deserve your patronage and support. Not only are they studying the grain dealers fire insurance problems, but doing everything in their power to reduce the fire hazard of the grain elevator and to induce the grain dealers to improve the physical condition of their plants. As they carry the insurance at cost, all these economies work to your benefit.

In our estimation, no elevator man can afford to place his insurance with a stock company, even tho he gets it for nothing. The mutual companies were organized because the greed of the stock companies in rates and in unfair settlements forced the elevator men to organize in self defense. Any liberal offering stock com-

pany agents may now grant you would prove expensive if you had a disastrous fire or if they were successful in their great ambition to drive the mutuals out of business.

IS EMBARGO LEGAL?

Grain Dealers Journal: Will you kindly advise me through your columns whether or not it is legal for a railroad company to place an embargo on a market against shippers, when a great number of these shippers have no hay or grain whatever, in that city, that is undisposed of and unmoved from the railroad company's tracks.

To be plain with you, there has been an embargo on the New Orleans market against hay shippers, for the past six or eight weeks. A lot of poor hay has been consigned to New Orleans, that could not be moved, and the result has been, that the sheds are full of this class of hay, while there has been a good demand for better grades of hay. Some of us shippers have not a single car of hay on track or in the sheds, at New Orleans, undisposed of, but we have some good hay that we desire to ship to New Orleans.

The question in my mind is this—Can a railroad company legally place an embargo against a shipper who occupies this position? I can see the justice of an embargo against shippers who have consigned hay to this market, which cannot be moved. They ought not to be allowed to ship any more hay to this market until all their previous shipments have been taken care of by their commission men.—Yours truly, Jas. F. Umpleby, Pana, Ill.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

M. K. & T. 12175, loaded with bulk milo malze, passed thru Plainview, Tex., northbound, Nov. 7, leaking badly around the king bolt. It was impossible to reach the leak and stop it. In all about 20 lbs. had been jolted out on the ground.—Cobb & Elliott Grain Co.

C., O. & G. 49045, on second section of train 94, passed Agra, Kan., Nov. 2, leaking a big stream of wheat.—J. B. Edwards, mgr. Agra Grain & Eltr. Co.

C. M. & St. P. 63074 passed thru Fonda Ia., Nov. 1, northbound, leaking wheat at kingbolt.—Otto W. Ripach, agt. Neola Eltr. Co.

L. & N. 91506 went thru Odell, Neb., Oct. 31, going east, leaking quite a stream of wheat on south side of car between door and end of car. Did not stop.—A. O. Burket, mgr. Odell Farmers Eltr. Co.

Houston & Tex. Cent. 11314 passed thru Belvue, Kan., Oct. 25, leaking wheat at side door on side of car.—J. E. Peddicord, mgr. Belvue Grain Co.

C. & N. W. 67050, loaded with barley, had drawbar pulled out and was left on side track at Mountain Lake, Minn., Oct. 25. Barley is sprinkled all along the track.—R. J. Kintzi, mgr. Mt. Lake Farmers Eltr. Co.

O. St. P. M. & O. 26816, loaded with white corn, was leaking at the side in Mountain Lake, Minn., Oct. 24. Drove a few nails in and stopped the leak.—R. J. Kintzi, mgr. Mt. Lake Farmers Eltr. Co.

Mo. P. 30356, loaded with corn, passed thru Bancroft, Neb., Oct. 21, with one end knocked out, leaking very badly. Could not be repaired with materials at hand.—Rodebaugh Grain Co.

P. C. C. & St. L. 549847 passed thru Clarence, Ill., Oct. 20, on train No. 64 on the L. E. & W. R. R., leaking white oats at end.—Frederick Grain Co.

Learn to Stop Croaking. If you cannot see any good in the world keep the bad to yourself. Learn to hide your pains and aches under pleasant smiles. No one cares to hear whether you have the earache, headache or rheumatism. Don't cry. Tears do well enough in novels, but are out of place in real life.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A CORRECTION.

Grain Dealers Journal: It was incorrectly stated on page 560, of the Journal for Oct. 25, that we are allowed 60c. per hour for cooping cars. We are allowed 60c. per car for this labor and material.—Atchison Oatmeal & Cereal Co., Atchison, Kan.

THE LARGEST CAR OF OATS.

Grain Dealers Journal: We are just in receipt of account sales for a car of oats shipped to the Cleveland Grain Co. at Sheldon, Ill., which contained 3,496.28 pounds of oats. Can anyone beat it? Yours truly, Glenn R. Swank & Co., Williamsfield, Ill.

BETTER ELEVATORS NEEDED.

Grain Dealers Journal: We are sure you do believe it is worth while to make an effort to improve and advance in the elevator construction line. You have published items of advice along this line, and in fact we notice these in about every issue. You have not failed on any occasion to further express your opinion whenever there is a collapse, or breaking out of bins, due of course, to faulty construction, weak foundations, barn builder work etc.

As a matter of fact, gentlemen, it is usually work done by others than barn builders that goes to pieces, it is elevator builders, or men supposed-to-be elevator builders, as they have been in the business for quite awhile, and *shud* know how to estimate the amount of weight certain ground *shud* carry and the strength of foundation.

Numerous elevator builders have learned the business either as an assistant in some builder's office, or as foreman for some elevator builder. The latter usually makes a fair elevator man, as he has learned from actual experience. The office man, or ex-machinery salesman, may erect small country work and have little or no trouble, but as soon as they attempt something larger, with more capacity where it requires a mechanical knoej, disaster usually follows, as they know nothing about the carrying strength.

Some dealers look strictly for PRICE, nothing else. Plans submitted are not considered, it is the *capacity* for the *price*. Some builders instead of advising them the importance of proper construction, and putting this squarely before them, will endeavor to plan something that will come within the price stipulated by the owners, and the natural result follows. You can find many elevators of this class in any grain territory.

The time is near at hand when the grain elevator will become a permanent proposition, not a makeshift, or some-

thing cheap. If the grain dealers would but stop and consider, why there is so much trouble from weak construction, better elevators would be built because they would insist upon it.—J. F. Younglove, Sioux City, Ia.

A DANGEROUS FIRE HAZARD.

Grain Dealers Journal: The people of Oklahoma seem to be utterly oblivious to one of the greatest fire hazards to be found in any country town. It is one the grain dealers at least should know all about and take steps to eliminate. In every corn section I have visited recently I have seen many shuck shellers surrounded by shucks. While the corn shipping season lasts, this fire hazard is the greatest.

At Council Hill, Okla., I saw a scoop shoveler's outfit, which consisted of a portable engine and sheller about fifty feet from a cotton gin. A full force of men was engaged in shelling snap corn. The surrounding country looked as tho ten shellers had been at work night and day for a month. A strong wind was blowing the shucks and piling them up against the walls of the cotton gin. However, enough of them were strewn over the ground from the gin to an elevator 150 feet away to have made the entire town hump to prevent the destruction of all these industries as well as a lumber yard about 100 feet farther on in the track of the wind. The shucks and litter thrown out were highly inflammable and could readily be started by a spark from a passing locomotive.

To make matters worse, Council Hill has no fire department, no system of water works, and in fact no means whatever for combating fire, so if one was started, the town would be helpless. Elevator men who neglect such dangerous conditions, help to increase the cost of insurance on their own property as well as that of their brother grain dealers.—J. W. S.

SPECULATIVE MARKETS BACK TO NORMAL CONDITIONS.

Grain Dealers Journal: With regard to the bear markets we are having I would say these are not due, as has been suggested, to any declaration by the directors of the Board of Trade against the manipulation for high prices and corners, but are caused by the changed conditions.

There was a shortage in our stocks of wheat when the futures were held around \$1.34 per bu. at Chicago. Now we have a big supply and prices consequently are lower.

The expiration of the active July and September trading futures at near bottom prices is not therefore an indication that investors had feared to purchase futures because of any action by the Board of Trade. The large stocks have had the effect of deterring large speculators from supporting prices.

Investors, in fact, are now in the market, carrying wheat and oats. This is shown in the carrying charges, which investment purchases have prevented from widening to the fullest spread. The difference between the December and the May wheat futures is 6½ cents; when the full carrying charge, considering storage, insurance and interest at 5½ per cent should be about 8 cents.

The same is true of oats. The present difference between the December and May futures is 3 cents per bu.; when the full carrying charge would be about 5½ cents.

Conditions surrounding the grain markets I should say are now as near normal

and as free from manipulation as they have ever been.

The farmer is largely responsible for the present conditions. In other years the farmer held back his wheat and oats crops; but this season there was a rush of grain immediately after harvest, placing a burden on the markets which has been felt up to the present time. Hence the lower prices now ruling are perfectly natural.—William S. Warren, Chicago, Ill.

WIRE COMPANIES UNDER INTER-STATE COMMERCE COMMISSION.

Editor Grain Dealers Journal: The following was added at the last moment to report of Committee on Telephone and Telegraph and was not furnished to you by Secy Courcier. As it covered the best point in the paper probably you would like to publish it.—Yours truly, Edward Beatty, New York City.

Interstate Telegraph and Telephone Companies Bro't Within the Regulation of the Interstate Commerce Commission.

At the recent dinner of the Republican League in New York President Taft referred to the fact as one of the achievements of his administration that telephone and telegraph companies had been bro't within the regulation of the Interstate Commerce Commission.

The following is an extract from the New Federal Law, approved June 18th and taking effect Aug. 17th, 1910:

SECTION 1.—That the provisions of this act shall apply to telegraph, telephone and cable companies (whether wire or wireless) engaged in sending messages from one state, territory or district of the United States, or to any foreign country, who shall be considered and held to be common carriers within the meaning and purpose of this act, and that all charges made for any service rendered or to be rendered for the transmission of messages by telegraph, telephone or cable as aforesaid or in connection therewith, shall be just and reasonable; and every unjust and unreasonable charge for such service or any part thereof is prohibited and declared to be unlawful.

SUGGESTS A CHANGE IN TRADE RULES.

Grain Dealers Journal: It should be needless to say that I am more than pleased with the changes in the trade rules of the National Ass'n.

The clause marked "D" in Rule 5, page 495 of Grain Dealers Journal, I assume refers to cars already loaded, but there is nothing in the wording of it to show this and I think it would be a material improvement if it were worded so as to show that it refers to cars already loaded.

So far as grain is concerned, it seems to me that these rules are a wonderful improvement over anything heretofore compiled and they seem equally applicable to feed transactions, so far as they go. I believe, however, that there should be an additional rule applying to shipment of mill feed, and that it is a rule providing that on an order for mill feeds for shipment, only goods actually shipped from point of manufacture or point of sale, after the date of the contract, could be applied and on any contract for the purchase and sale of mill feeds, goods in store and goods shipped prior to date of contract and held in private or railroad warehouses by the seller, could not be applied on contract except by special agreement.

Storing of mill feed for indefinite periods has become quite a prevalent custom among some mills and jobbers and in many cases these feeds arrive at final destination either heated or musty and bags rat-eaten, or they are short weight due to shrinkage, causing endless trouble and annoyance.—Very Truly, D. Arthur Karr, Philadelphia, Pa.

TIME FOR MAKING RETURNS SHUD BE LIMITED.

Grain Dealers Journal: The writer was unable to attend the last meeting of the Grain Dealers National Assn and neglected to write to parties on rules before the meeting to call attention to a matter we think has been overlooked.

There seems to be no rule in regard to the time allowable for making returns on grain sold on destination terms. We are just getting in returns now on several shipments made on destinations terms last July. There should be some way to force dealers to make returns quickly or settle on shippers weights and grade.

Some of the Boards of Trade, like Kansas City and other large market centers seem to have rules governing this matter, but the country grain dealers ass'ns do not seem to have anything touching on this subject.

We write you relative to this matter, believing you might take it up with the different associations and see if they cannot establish some rule governing this subject.—Yours very truly, B. Strong Grain & Coal Co., Conway Springs, Kan.

BANKS REFUSING TO ACCEPT WHITE BS/L AS COLLATERAL.

Grain Dealers Journal: We suggest that you call the attention of country shippers to the lack of uniformity as to the use of Bills of Lading. We suggest strongly that country shippers insist on being furnished the Yellow or "Order" form of Bill of Lading. The R. R. Companies seem inclined to furnish the White or "Non-Negotiable" blanks in preference, possibly to escape the responsibility which they are compelled to assume when they use the yellow blanks.

Country shippers should insist on the yellow blanks for their own protection, as well as for facilitating the handling of the grain. The banks are all glad to take the yellow Bills of Lading as collateral, but they refuse the Bills of Lading when issued on the white or "Non-Negotiable" form.

We have no doubt that persistent request with the local agents, and where that fails to bring the required results, a letter to the Division Freight Agents will result in a supply of the yellow blanks for shippers' use when desired.—Yours truly, Somers, Jones & Co., A. L. Somers, Pres., Chicago, Ill.

PROPOSED ADVANCE IN COMMISSIONS.

Grain Dealers Journal: I learn that the Chicago private wire firms are about to make an effort to raise the commission charge on the execution of orders in futures.

The reason ascribed for the raise in rates is the heavy expense of doing a private wire business; but I understand the increase in commission is to be made to apply on all trades in grain whether made thru a private wire house or direct.

Such a flat increase on all customers would be most unjust, as many grain men, nearly all in fact, are not situated in towns having a private wire branch office and hence have to procure market information at their own expense; information which the private wire house supplies gratis to patrons of its branch offices. I do not see that the private wire houses are entitled to any special consideration at the expense of small firms.

The present commission rate of $\frac{1}{8}$ cent per bu. is too high on trades made and

closed the same day, as the customer's opportunity for profit is small. On such trades $\frac{1}{16}$ cent should be sufficient. On the other hand the speculator who holds his contracts more than a week has a large opportunity for profit and should be required to pay an increased rate, say $\frac{1}{4}$ cent, and the long stayer who holds for 30 days or more should pay $\frac{1}{2}$ cent per bu. on all grain for future delivery, because his profits are large and he makes more work for the broker in carrying the order on the books.

By cutting the rate to Chicago customers to $\frac{1}{16}$ cent I am sure the great increase in the volume of business would more than make up the difference. It is just as certain that an increase to $\frac{1}{4}$ cent on all classes of trade will kill most of the business.—An Experienced Trader.

Illinois Dealers Renew Protest Against Moisture Test.

A delegation representing the Illinois Grain Dealers Ass'n presented a protest to the Illinois Railroad & Warehouse Commission recently at its Chicago office against the basing of corn grades on the moisture test alone. Chairman Berry and Commissioner Willoughby gave the dealers a hearing and announced that after the return of Commissioner B. A. Eckhart from Europe a decision would be made promptly as all the Commissioners were familiar with the subject.

About 30 dealers were present, the speakers being W. L. Shellabarger of Decatur and Sec'y S. W. Strong, who read the following brief:

PETITION ON CORN GRADING.

To the Honorable
The Railroad and Warehouse Commissioners:

Your petitioners the Illinois Grain Dealers Ass'n beg to represent unto your honorable body that the hearing had before this commission on the 24th day of February last, and the record of a Joint Conference between a committee of seven members from the Illinois Grain Dealers Ass'n, and the Grain Commission merchants of the Chicago Board of Trade, a copy of which was filed with the Commission, be made reference to as a part of the hearing of to-day.

The resolution offered on the part of the Ass'n at the Joint Conference to wit: "That the Railroad and Warehouse Commission authorize the Chief of Inspection of Grain, that the moisture test of Corn was not to be considered or used as the sole

determining factor in fixing the grade, and that a grade once established be not changed by reason of any test for moisture, made subsequently to the original inspection," is hereby reoffered.

Your petitioners pray that the Inspection Department be instructed to take into account all the elements or factors of the grain in determining the grade, to the end that a fair and just grading may be had.

Your petitioners beg to submit, that while there has been to some extent an adoption of what is known as uniform grade rules by a number of the Exchanges of the Country, they also beg to call to your attention the fact, that in the application of the said Uniform Grade Rules, there is almost as much variation as there was originally in the rules of the different Exchanges.

Your petitioners beg to say that your honorable Commission was created by the people of Illinois, by enactment of statute for the purpose of being arbiters between seller and buyer, in the State of Illinois; and that to you as representing the whole people of the state, is committed the duty of adopting rules for the inspection of grain throughout the State.

Your petitioners ask simply that in the inspection of Corn, that when the inspector after making due examination, fixes a grade, that said grade shall so stand unless changed under the rules for appeal; and that if the inspector believes a car or sample of Corn is three Corn, commercially worth the value of three Corn, he shall so grade it, and such grading shall so stand.

Your petitioners beg to submit from Table XVI, of the United States Department of Agriculture, on the "relative worth of grain on a dry matter basis," as showing to what iniquitous discounts the sellers of corn in Chicago were compelled to submit during last winter. The relative value between No. 2 (16% moisture) and No. 3 (19%) at:

52.50 cents per bu. would be 01.57 per bu.
52.46 cents per bu. would be 01.91 per bu.
54.41 cents per bu. would be 01.91 per bu.
55.36 cents per bu. would be 01.97 per bu.
56.32 cents per bu. would be 02.01 per bu.
Between No. 3 (19% moisture) and No. 4 (22%) at:

50.63 cents per bu. would be 01.88 per bu.
51.55 cents per bu. would be 01.91 per bu.
52.46 cents per bu. would be 01.94 per bu.
53.39 cents per bu. would be 01.88 per bu.
54.31 cents per bu. would be 02.01 per bu.

Is it not possible that through the influence of the Commission, some agreement may be had with the Chicago Board of Trade, in determining the discounts to be made on grain failing to grade "contract," similar to those regulations adopted and in force in other markets?

Your petitioners beg to show that very nearly all the corn sold in the Chicago market, is sold by sample, and that when corn is graded below its real commercial value, that that fact mitigates against the seller in the market and is taken advantage of to the great damage and injury of the seller.



One Day's Receipts of New Corn at New kirk, Okla., Elevator.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Winnipeg, Man., Nov. 1.—In the three prairie provinces wheat yields 12.4 bu. per acre; acreage, 8,453,200 acres. Oats yield, 30.5 bus. per a.; 4,217,400 acres; barley 10 bus. per a., 1,022,000 acres. Flax acreage, 630,000. Old wheat in store at country points, 1,450,000 bus.; for seed and feed, 17,000,000 bus.; in farmers' hands, 800,000 bus.; total, 119,744,000 bus. Oats inspected, 33,105,000 bus.; barley, 4,663,200 bus.; flax, 3,571,000 bus.—Frank Fowler, sec'y. N. W. Grain Dealers Ass'n.

IDAHO.

Sweetwater, Ida., Oct. 19.—Grain is all delivered to warehouses. Farmers are seeding and will continue until it freezes up.—Peter Muench.

American Falls, Ida., Oct. 26.—Practically all the wheat here is handled sacked. But little grain is moving at present prices; today \$1.10 per cwt. for the white varieties and \$1.15 for red.—H. C. Ehrlich, mgr. Am. Falls Mfg. Co., Ltd.

ILLINOIS.

Monroe, Ill., Nov. 4.—The corn crop in this territory will be about as large as last year. The ears are short and are not drying out well.—A. N. Schwiesow.

Wenona, Ill., Oct. 31.—Farmers have started to pick corn which crop is not turning out as good as expected; it is only making about 40 bus. per acre in this vicinity.—W. H. Tallyn.

Urbana, Ill., Nov. 5.—It is estimated that Edgar, Coles, Douglas and Clark Counties will average 55 bus. of corn to the acre. They do not want to begin receiving before the 14th.—S. W. Strong, Sec'y Ill. Grain Dealers Ass'n.

Tremont, Ill., Nov. 4.—Corn gathering has just begun in this vicinity. Farmers report the yield not as good as expected but quality good where the corn was not blown down; many fields have been badly damaged in that way and corn is rotting on the ground. Some new corn will move in a week or ten days.—H. L. Schmitz.

INDIANA.

Bluffton, Ind., Nov. 4.—Had a large crop of oats, good quality and yield.—G. L. Arnold, Arnold & Son.

Bicknell, Ind., Nov. 3.—Corn will not be in good condition for market before the last of this month.—Chas. A. Phillips.

Monticello, Ind., Nov. 5.—Farmers are cribbing corn this week. In many cases yields are disappointing.—Loughry Bros. M. & Grain Co.

Fort Branch, Ind., Oct. 27.—Wheat sowing is practically done. Much was sown in poor condition.—O. W. Leoffler, Ft. Branch Grain Co.

Ft. Wayne, Ind., Oct. 25.—Hay crop is short in this vicinity, farmers are holding for higher prices.—A. F. Heyman, secy-treas. Ft. Wayne Hay & Grain Co.

Kendallville, Ind., Oct. 25.—Yield of corn will be good and of fair quality, acreage is the same as last year, practically all the old corn is in.—J. C. Fetter, mgr. Campbell & Co.

Huntington, Ind., Oct. 20.—Growing wheat looking good, 10% more wheat sown than last year, 50% of the wheat in farmers' hands, holding for higher prices.—W. G. Winebrenner, J. F. Winebrenner Sons Co.

Auburn, Ind., Nov. 5.—Corn is in good condition, and of fair quality, acreage the same as last year. Farmers not very free sellers, 10% of the old corn is still in farmers' hands.—H. L. Brown, mgr. Wimer, Brown & Co.

Bluffton, Ind., Nov. 4.—Big corn crop, lots of poor corn, caused by rainy weather, ears are moldy and will have a hard time handling the crop; will not ship any corn for three weeks.—H. H. Deam, mgr. Studebaker, Sale & Co.

Remington, Ind., Oct. 31.—Farmers have begun gathering corn which will be of fair grade and a little better yield than the average. The delivery will be late this season. We do not expect much corn to be marketed in November. Farmers are

not contracting.—M. C. Coover, mgr. Farmers Eltr. Co.

Kendallville, Ind., Oct. 24.—Growing wheat is looking good, acreage is the same as last year, two-thirds of the wheat in farmers hands, holding for higher prices.—J. Keller & Co.

Huntington, Ind., Oct. 20.—About 20% of the corn damaged by heavy rains, quality will be fairly good, acreage same as last year. Farmers will feed the balance of their old corn.—D. A. Purviance, Weber & Purviance.

Monroeville, Ind., Oct. 25.—Early corn is good but late corn is not yet matured and will be hard to handle, quality will not be as good as last year but acreage is 25% larger, 20% of the old corn in farmers' hands.—Wm. E. Singer, Ahr & Singer.

Ossian, Ind., Nov. 4.—We have a medium crop of corn. On high ground corn did not ripen very well, consequently there will be some soft corn; will not be ready to move before Dec. 1. Farmers are not free sellers of new corn in this vicinity.—T. A. Doan, Beatty & Doan.

Decatur, Ind., Nov. 3.—Corn is very soggy and damp and much of the early cut corn is moldy, acreage is 10% less than last year; average yield about 25 bus. per acre; 15% of the old is still in farmers' hands. We will not buy any new corn before Dec. 1, unless we are forced to do so.—G. T. Burk.

Bluffton, Ind., Nov. 4.—Acreage of corn is 10% larger than last year. On low ground corn is as good as it was last year, on high ground it is very poor. We will have 75% of an average crop, will not be in condition to bear shipment until Jan. 1; not over 5,000 bushels of old corn back.—C. F. Davison.

Lewis Creek, Ind., Nov. 3.—Early sown wheat is badly damaged by the fly. Short acreage on account of wet. Not much wheat being marketed now. Corn is in no condition to bulk and is badly damaged by having been blown down, sprouted and rotted because of heavy rains. Don't think it will be fit to handle before Dec. 1 and probably not until the 15th.—Agt. Nading Mill & Eltr. Co.

IOWA.

Robertson, Ia., Nov. 3.—Oats turned out a good average crop. Corn is making a big crop of good quality. Fine weather for husking.—J. W. Zufall, mgr. Geo. Wadsworth.

Dayton, Ia., Oct. 31.—Farmers are busy husking corn which is yielding 60 to 80 bus. per acre. Several claim they are getting 80 bus.—Elmer Shortton, mgr. Christ Williams' eltr.

Gowrie, Ia., Oct. 29.—We are having fine weather for husking corn and believe this is the largest crop we ever had, quality fine. Oats a heavy yield of good quality. Farmers are holding for higher prices.—P. J. Harvey.

Perkins, Ia., Oct. 27.—We had big crops here this year; oats, 50 to 60 bus. to the acre; barley, 25 to 30; wheat, 20 to 25. Threshing will be finished by the end of this week. Many farmers have begun picking corn which will make a large yield, 45 to 55 bus. per acre, quality very good.—Jake Eppinga, agt. Thorpe Eltr. Co.

Pierson, Ia., Nov. 3.—Corn is of good quality; picking in full blast; yield from 50 to 65 bus. per acre. Have heard of one field that is going up to 107 bus., which of course is an exception. Farmers in this territory are not disposed to put their corn on the present market but are inclined to crib and hold for a higher market. An immense quantity of oats of good quality yet in farmers' hands to be marketed.—S. O. Jackson, mgr. Farmers Eltr. Co.

MICHIGAN.

Lansing, Mich., Nov. 4.—The condition of wheat compared with an average is 98% in the state against 87% at this time last year. The total amount of wheat marketed by farmers in October was 274,785 bus. Amount marketed in the three months of August-October, 3,750,000 bus.; compared with 4,250,000 bus. marketed in the same months of last year. Estimated average yield of corn per acre in the state is 32 bus., the same amount as last year.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Arco, Minn., Oct. 27.—We had a fine crop here but some late corn was hurt by frost.—J. Ferdinand Kruger.

MISSOURI.

Mercer, Mo., Nov. 8.—Corn crop has matured in excellent condition, and surplus is large, but farmers not selling; holding for 40c. Large portion of crop will be

cribbed, and fed to cattle.—A. A. Alley of Alley-Staff Grain Co.

Missouri may have raised the wheat credited to it by the Government, but I doubt it. I have stations on the Santa Fe and Wabash Rys. across the state. Some of these which on a good crop ship out 50,000 to 75,000 bus., this year have shipped only 5 or 6 cars, the largest stations have not shipped over 15 and the smallest from 1 to 2 cars. As the farmers of that section invariably market their wheat as soon as harvested, I believe the state has the smallest crop of wheat in ten years. The state north of the river has a fair crop of corn, but not much will be shipped out as the feeders are already shipping in stock and bidding 5 to 10c over the market for it. The northwestern part of the state will have considerable of a surplus to ship but so far have not sold a bushel. Present prices bid the farmer range from 33 to 35c.—W. H. Perrine, Chicago.

NEBRASKA.

Hollinger, Neb., Oct. 28, 1910.—Wheat averaged from 10 to 12 bus. Big acreage sown this fall; moisture is needed.—Ziba Newton.

Roseland, Neb., Nov. 1, 1910.—Fall wheat is in fine shape, and corn is averaging 40 bus.—M. J. Stoetzel, mgr. Roseland Gr. & Supply Co.

Elkhorn, Neb., Nov. 4.—Corn husking is in full swing here. The average yield is 32 bus. per acre and is of good quality. About 1% of old corn left in farmers' hands. Growing wheat in very good condition.—Robert W. Jack.

Harvard, Neb., Oct. 31.—Corn picking has commenced here, quality good, will average 25 bus. or better. Wheat threshing about done and a large percentage of the wheat is still stored in farmers' bins. No oats coming to market worth mentioning.—Fred Kockrow, mgr. Harvard Co-op. Grain & L. S. Co.

OHIO.

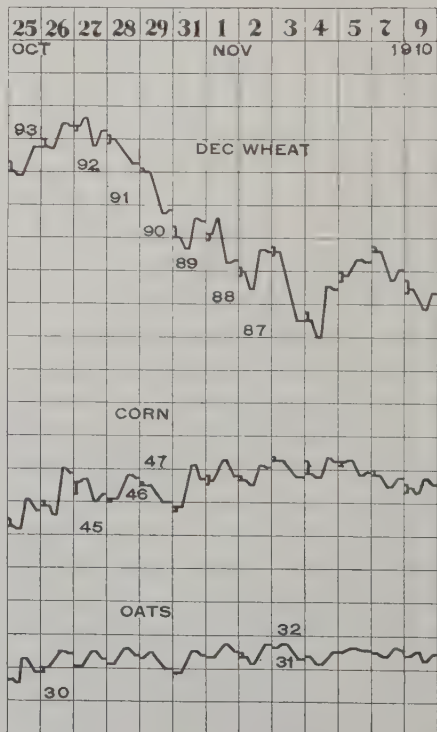
Prospect, O., Oct. 29.—Expect to have to ship in corn instead of shipping out.—H. O. Toms, mgr. Union Mills.

Delaware, O.—Last year we had to ship in wheat to grind, but not this year. Farmers are holding wheat now.—Electric Roller Milling Co.

Urbana, O., Oct. 27.—Hay crop is short, quality is fair; considerable clover hay and

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the December delivery at Chicago for 2 weeks prior to Nov. 10 are given on the chart herewith.



farmers are holding for higher prices.—C. E. Young & Son.

Continental, O., Nov. 8.—Corn is in poor condition at present and we will not ship any until about Dec. 1.—W. H. Kelly, Agt. Morrison & Thompson.

London, O., Oct. 30.—Wheat never looked better, increased acreage over last year, 10% of the wheat in farmers' hands.—J. A. Long, prop. London Mill Co.

Holgate, O., Nov. 8.—Corn crop is in fair condition, but with a few weeks of drying weather we will have a good corn crop.—Samuel Deckrosh, Agt. Morrison & Thompson.

Paulding, O., Nov. 7.—Yield of oats 45 bus. per acre, quality is good, 25% of the oats back, farmers holding for higher prices.—F. H. Spellmeyer, Spellmeyer & Wunder.

Convoy, O., Oct. 25.—Full crop of corn, but irregular in quality, acreage is 10% larger than last year, 10% of the old corn still in farmers' hands.—J. A. Dressel, agt. Niezer & Co.

Convoy, O., Oct. 25.—Oat crop was very good, yield and quality were above the average. Have just started buying new, most of it is soft and not fit to ship.—Long & Long.

Van Wert, O., Oct. 20.—Have just begun buying new corn, it is still wet and too heavy to ship. Oats crop was good, 25% of the oats in farmers' hands.—Pierce Grain & Hay Co.

London, O., Oct. 30.—Corn is green and soft and too heavy to ship. Wheat acreage is 20% larger than last year. Practically all the old corn has been shipped.—A. Tanner & Sons.

Pemberville, O., Nov. 2.—Grain is moving very slow, which is caused by the farmers being dissatisfied with the prices, and holding the grain until compelled to sell.—Hobart Bowlis Co.

Bellefontaine, O., Nov. 1.—Growing wheat in fine condition and acreage is at least 50% larger than last year, about 50% of the wheat still in farmers' hands.—Robt. Colton, The Colton Bros. Co.

West Liberty, O.—Growing wheat got a good start, and is looking fine; the Hessian fly seems to be in the early sown wheat, acreage is the same as last year, 20% of the wheat still in farmers' hands.—J. L. Mast.

Van Wert, O., Oct. 25.—Corn crop is one of the largest this county has ever had, in good condition and farmers beginning to crib and yield is from 75 to 80 bus. per acre.—B. L. Ireton, Ireton Bros. & Eikenberg Co.

Oakwood, O., Nov. 8.—Will have an average crop of corn, yield 45 to 60 bus. per acre, quality is poor and we are not buying any new corn at present. Farmers are not very free sellers at present prices, holding for 50c a bu.—J. W. Whitney of J. W. Whitney & Sons.

Bellefontaine, O., Nov. 1.—Poor corn crop, lots rotten and soft, caused by continual heavy rains when corn was in the shock, acreage is the same as last year, 5% of the old corn is in farmers' hands.—A. R. Kerr, Kerr Bros.

London, O., Oct. 30.—Growing wheat is in good condition, acreage is 10 or 15% larger than last year. Oats fair, quality good, but yield light. Farmers are sowing more wheat each year on account of higher price.—J. B. Van Wagener.

Urbana, O., Oct. 27.—Will have about 75% of a corn crop, quality will be fair only, dealers will not take any new corn in until Dec. 1, on account of being so soft, almost 10% of the old corn in farmers' hands.—T. G. Powers & Co.

Holgate, O., Nov. 8.—Acreage of corn is 10% larger than last year, yield and quality will also be much better, 5% of old corn is back. Growing wheat is in good condition. Farmers are raising considerable beets in this vicinity.—S. L. Snyder & Co.

Ohio City, O., Nov. 3.—Corn is in very poor condition and ought not be shipped before Dec. 1, but will be compelled to ship some about Nov. 15, acreage is the same as last year, all old is in.—J. W. Thompson, Thompson, Faust & Co.

Defiance, O., Nov. 5.—Growing wheat was never looking better, has had a good start, 10% more wheat sown than last year, 30% of the old wheat and 60% of this year's wheat still in farmers' hands, holding for higher prices.—A. Groweg.

Lima, O., Oct. 25.—Dealers have just commenced taking in new corn and I think they will have some trouble with it as there is a lot of it that is soft and hardly fit to ship, most of the late corn is in

this condition, but early corn is of good quality.

West Liberty, O.—Will have about 3/4 of a corn crop, heavy rains has damaged much of the corn that was in shock, acreage is the same as last year. Corn will not be in condition to ship until Dec. 1, practically all the old corn has been shipped.—W. L. Elliott, Elliott & Funk.

Defiance, O., Nov. 5.—We have a large corn crop, but condition is very poor, due to moisture and will be unable to ship any new corn for 30 days, 10% larger acreage out than last year, good yield, 20% of the old corn is back. Farmers are holding their new corn for higher prices.

Continental, O., Nov. 8.—The supposition is that we have a fair corn crop; it is green and damaged, acreage is a little larger than last year. Farmers will not be very free sellers of new corn at present prices, practically all old corn is in, 30% of the oats back.—Joseph Miller, Mgr. Buckeye Elev. Co.

Lafayette, O., Oct. 26.—New corn is in poor condition and will not be fit to ship until Dec. 1; lots of it is green and moldy. Practically all the old corn has been shipped. Growing wheat is in fine condition and some of the farmers are still sowing; 100% more wheat sown than last year.—Johns & Sherrick.

Spencerville, O., Nov. 3.—Corn is in good condition but needs some dry weather to cure it out, and we do not figure on shipping any before Dec. 1; acreage is 10% larger than last year and yield will also be larger; practically all the old corn is in.—J. F. Wetherill, mgr. Spencerville Eltr. Co.

Sherwood, O., Nov. 7.—Corn is in good condition, quality is excellent, acreage is 20% larger than last year. Farmers are not very free sellers at present prices. We have shipped several cars of new corn and all of it arrived at destination in good condition.—C. Miller, agt. Raymond P. Siper Co.

London, O., Oct. 31.—Acreage of corn is 5% larger than last year, and will yield about 35 bus. per acre. Farmers have just commenced husking. Early corn is in good condition, late corn is of very inferior quality and we do not figure it will be fit for shipment before November 20. Our farmers are almost all renters and contract considerable, but this year we haven't contracted a bushel of grain since Aug. 8. Practically all the corn has been shipped.—S. R. Watts, Farrar & Watts.

Columbus, O., Nov. 1.—The estimated area seeded to wheat is 101% of the area seeded last year. The growing condition of the plant is excellent, being estimated at 102% compared with an average. Reports of the fly in early sown wheat tho no serious damage. The area seeded to rye for 1911 is estimated at 61,337 acres, a decline of 3,000 acres, compared with 1910. The growing condition is estimated at 98%. Corn shows some improvement and is now estimated at 84% of a normal yield. The crop has been damaged by excessive rainfall and some correspondents report that it is moulding in shock. The buckwheat crop is estimated at 73% of normal.—Ohio State Dept. of Agri.

OKLAHOMA.

Wainwright, Okla., Oct. 26.—The corn crop is good here.—S.

Council Hill, Okla., Oct. 26.—The corn crop is better here this year than it has been for a long time.—S.

Jet, Okla., Oct. 3.—Very little wheat was sown in this vicinity, on account of dryness. What little wheat was sown, and came up, is drying out.—J. O. Barrett.

Enid, Okla., Nov. 5.—We need rain badly in Oklahoma, especially in this part. Much of our wheat is not up yet and a large per cent of what is up is being damaged by the dry weather. We must have rain before long or our wheat will go into winter in very bad shape.—Randels & Grubb.

Guthrie, Okla., Oct. 31.—The total yield of corn for 1910 in the state is estimated at 90,639,400 bus. as against 70,617,917 bus. last year, the average yield per acre being 16.1, as against 13.7 last year. The total acreage of corn is estimated at 5,617,917 acres, as against 5,235,383 in 1909, the estimate of kafir corn being 498,737, as compared with 382,214 acres a year ago.—Oklahoma State Board of Agriculture.

PENNSYLVANIA.

Philadelphia, Pa.—Wheat, corn, oats, buckwheat, rye and barley yields in the nearby sections are reported as immense.—S.

SOUTH DAKOTA.

Nunda, S. D., Nov. 6.—Crops in this vicinity are large, and of good quality.—Snyder Grain Co.

Mellette, S. D., Nov. 4.—Corn and oats were shipped in here for the first time in 12 years.—E. Waterbury, agt. Columbia Eltr. Co.

TEXAS.

Austin, Tex., Nov. 5.—Texas requires rain urgently, and her wheat condition cannot exceed 75. Acreage decreases are reported.—E. W. Wagner Co.

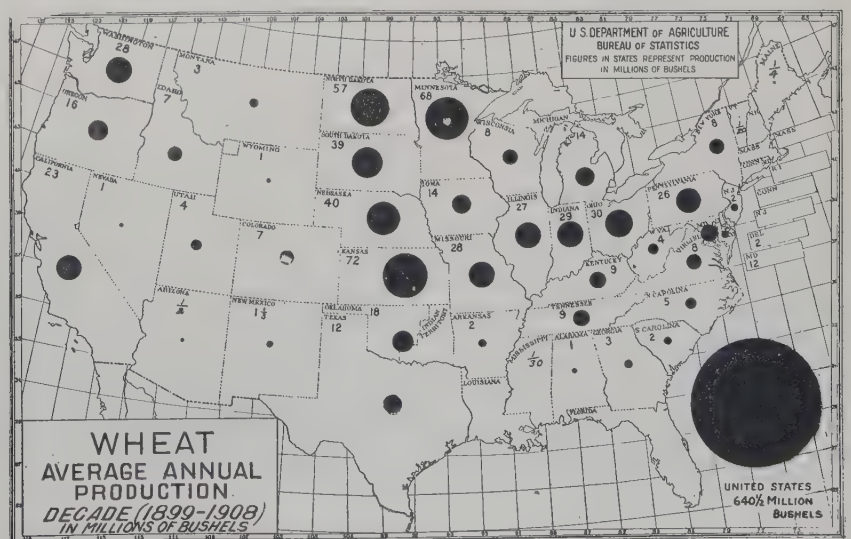
Plainview, Tex., Nov. 7.—Fall wheat that is up looks nice, but we need more rain; if good rains should come in two weeks we will more than double the acreage in fall wheat, and there will be considerable spring wheat sown this coming spring, season being good.—Cobb & Elliott Grain Co.

Ft. Worth, Tex., Oct. 26.—Information received at this office leads me to believe that an increased acreage in wheat will be planted in Texas this fall. The late rains have been very beneficial to fall planted grain. Early in December I will compile a report on grain acreage in Texas for this season, and when I call for the reports from our members, all will be expected to answer the inquiries, so that my report may be as full and complete as possible.—G. J. Gibbs, Sec'y Texas Grain Dealers Ass'n.

WISCONSIN.

Port Washington, Wis., Nov. 1.—The crops around here all turned out much better than expected.—Frank Schumacher.

Madison, Wis.—Some sections suffered severely as a result of the protracted summer drouth. The average yield of corn per acre was 20 bus., rye, 17 bus., oats, 34 bus., barley, 30 bus. and buckwheat, 14 bus. The crop of potatoes is estimated at 120 bus. per acre and shelled corn at 37 bus.—John M. True, sec'y State Board of Agri.



Industrial Traffic League Meeting

The annual meeting of the National Industrial Traffic League was held at Chicago recently.

The report of the committee on tracing of freight was read and adopted. It recommended that there be no tracing unless there is urgent reason for tracing the shipment.

The committee on legislation reported: In the event of an overcharge, where the charge collected is in excess of the legal rate, the carrier is lawfully bound to make a refund of all charges in excess of the legal rate at any time when it is found funds in its possession were in excess of the legal rate on the given shipment. Also that carrier would be subject to criminal prosecution at any time within three years if refund is not made, and it being the duty of the Commission to correct violations of the act, then as to overcharge claims the statute of limitation would not operate, but the Commission would have authority to act at any time within three years.

Where the two years' limit has expired, it is the judgment of your committee that, operating under section 22 of the interstate commerce act, shipper may proceed for the recovery of charges in excess of the legal rate in the courts as authorized by common law or by statutes subject to limitations that control the several courts in the several states.

In the event of an undercharge, where the charge assessed is less than the legal rate, carrier must exhaust all legal remedies for collection of the undercharge. Failure of shipper to conform its payment with the legal rate within three years from the time cause of action accrued will subject shipper to criminal proceedings under the interstate commerce act. Shipper's obligation to pay legal charges for transportation furnished and to pay the bill which carrier may render for an outstanding undercharge does not cease with the expiration of two years.

The committee on preparation of claims reported:

OVERCHARGE CLAIMS.—Claims for overcharge in rate, classification or weight should be supported by:

Original paid freight bill.

Original invoice or certified copy of same, where claim is based on wrong classification.

Sworn certificate of weight, when claim is based upon an overcharge in weight.

Original B/L, if not previously surrendered to the carrier, or certified copy of same.

When claim is for overcharge in rate, tariff reference should be given for rate or classification claimed, whenever it can be obtained by claimant, as this greatly simplifies adjustment.

When original paid freight bill cannot be produced, claimant should indemnify carrier against loss for payment of claim supported by original document.

Statement showing how overcharge is determined.

Note.—The original bill of lading is not an essential part of an overcharge claim, and its absence should not in any way invalidate claim.

LOSS AND DAMAGE CLAIMS.—Claims for loss and damage should be supported by the following documents:

Original B/L, if same has not been surrendered by carrier.

The original paid freight bill.

Original invoice or properly certified copy of same.

Formal bill from claimant setting forth in detail amount of loss or damage and how same is arrived at.

Where original B/L or original paid freight bill cannot be produced, claimant should indemnify carrier against loss for payment of claim supported by original document.

On discrepancies in elevator weights a report was made as follows:

NATURAL SHRINKAGE.—In the uniform B/L there is a provision to the effect that carriers will not be responsible for natural shrinkage or for discrepancies in elevator weights. This provision has called forth much complaint on the part of shippers and receivers of grain, due to the application of unlike and arbitrary rules on the part of the carriers in the adjustment of claims for loss of grain.

As to the natural shrinkage, it is admitted that the carrier cannot be held liable for natural shrinkage in the course of transportation or in the transportation of grain. It is not admitted there is a natural shrinkage, and in any event there is no warrant for an arbitrary deduction on all shipments alleged to be due to natural shrinkage. While it is agreed that grain will shrink by throwing off moisture, it will likewise increase in weight by taking on moisture. Therefore, the question of natural shrinkage is one applicable to individual shipments and is a matter of proof. Variations in weight, due to natural shrinkage, are so small as applied to grain in the course of transportation it should not be taken into account.

With reference to discrepancies in elevator weights, it is the contention that where recognized state, board of trade or grain exchange weights, or duly certified and proven weights are ascertained at point of origin, the same quantity of grain should be delivered at destination; that where claims are presented for loss of grain, based upon recognized state, board of trade, or grain exchange weights, or duly certified and proven weights, in the presentation of claims for loss of grain, the difference between the weight ascertained at point of origin and at destination

should be accounted for by the carrier by the loss being made good.

Where weights are ascertained at point of origin and destination in hopper bins or otherwise, then in the car itself, it is very generally admitted that there is an invisible loss in blowing off of chaff, etc., in the process of loading and unloading, but this invisible loss will not exceed one-eighth of 1 per cent. It has therefore been suggested in the presentation of claims for loss of grain an allowance of one-eighth of 1 per cent should be deducted from the face of the claim as representing invisible loss.

It is also recommended that in the presentation of claims for loss of grain the various grain organizations and exchanges advocate the presentation of no claim where the loss represents say one-half of 1 per cent or less, with a minimum of say \$1.50.

A banquet was given on the evening of Oct. 27 with H. C. Barlow as toastmaster, Interstate Commerce Commissioners Lane and Clark being present.

For the ensuing year J. C. Lincoln of St. Louis was elected pres.; W. M. Hopkins of Chicago, vice-pres.; O. F. Bell, of Chicago, secy-treas. Among the directors elected are E. J. McVann of Omaha; G. A. Schroeder of Milwaukee; W. P. Trickett of Minneapolis; E. E. Williamson of Cincinnati and H. G. Wilson of Kansas City.

Long distance bear situation in wheat is based on What We Know—Rallies will result on what we do not know.—E. W. Wagner & Co.

Buffalo now ranks as the second flour milling point; next to Minneapolis. This is not generally known. It possesses great advantages for distribution by water, etc. The output of the mills per day is estimated as follows: Washburn-Crosby, 15,000 bbls.; Thornton & Chester Mfg. Co., 3,000 bbls.; Geo. Urban Mfg. Co., 2,500 bbls. and the Banner Mfg. Co. 2,000 bbls.—M. Purcell of the Buffalo Cereal Co.



Cooperage Stock House of Ansted & Burk Co., at Springfield, O., Wrecked by Fall of Concrete Walls and Grain.

The Bursting of a Concrete Tank at Springfield, O.

A very unusual accident happened to one of the bins of the new concrete elevator of the Ansted & Burk Co., at Springfield, O., at 9 a. m. Oct. 24th. The accident demonstrates most forcibly that concrete is much stronger than it is generally supposed to be. Illustrated herewith is the new elevator of the Company, the walls of which were put up in about seventeen days last June. The steel tanks in the foreground have been used for a number of years.

The tracing reproduced herewith shows the building, as planned, to consist of 4 cylindrical bins 30 feet in diameter and 80 feet high, so arranged as to use the interspace between the 4 bins as well as the 4 outside spaces between the adjacent bins by enclosing the space with a straight wall joining the outside to the walls of the cylindrical bins. It was this outside wall of one of the outside pockets which gave way.

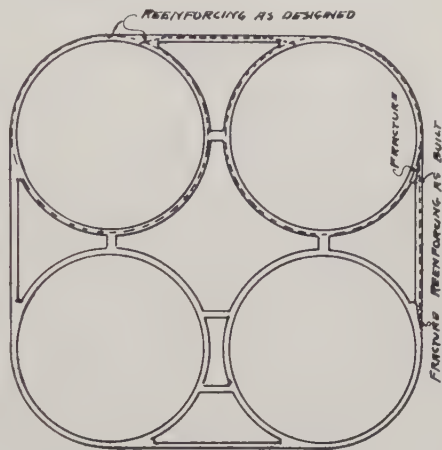
Inspection of the ruins developed the fact that not one of the steel rods used in reinforcing this outside wall had been carried around the corner or joined with the walls of the cylindrical bins as designed. The omission was an error on the part of the superintendent in charge of the work. He had sent the rods onto the building during construction, intending to bend them into place, but for some unaccountable reason, he neglected to do so. The result was that the four outside

pocket bins were erected without the reinforcing being united with the reinforcing of the walls of the large bins, as our tracing clearly shows it was intended to be. The line of rupture of the concrete wall follows the unprotected space in the corner of the outside pocket bin.

No engineers' rules for calculating the strength of concrete credits it with sufficient strength to be of any consideration, and actually it was not given any consideration in proportioning the wall, but as a matter of fact, the naked concrete held these four bins for nearly two months. During that time the four pocket bins

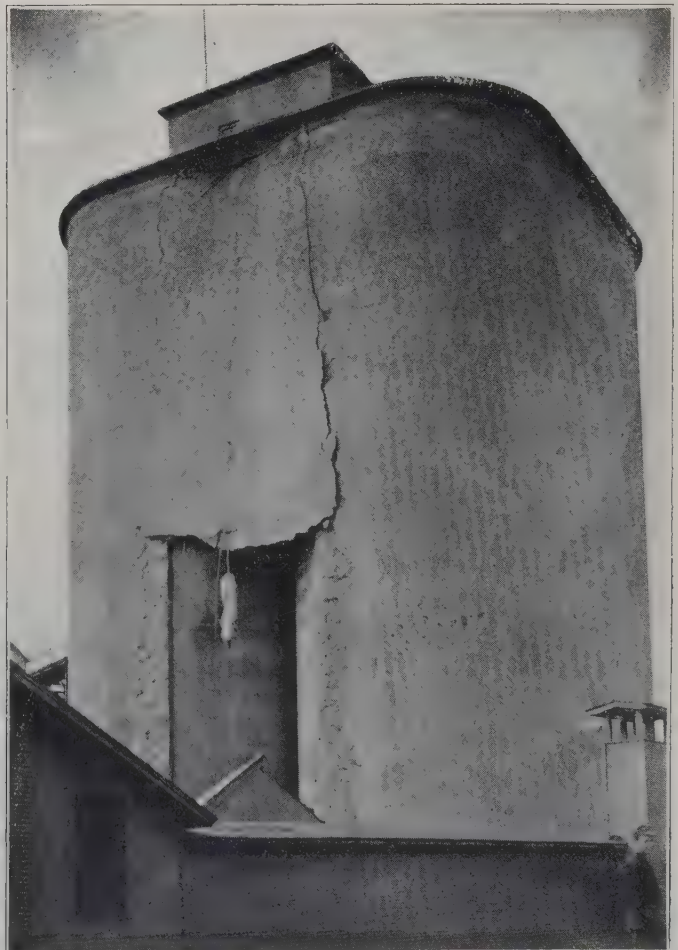
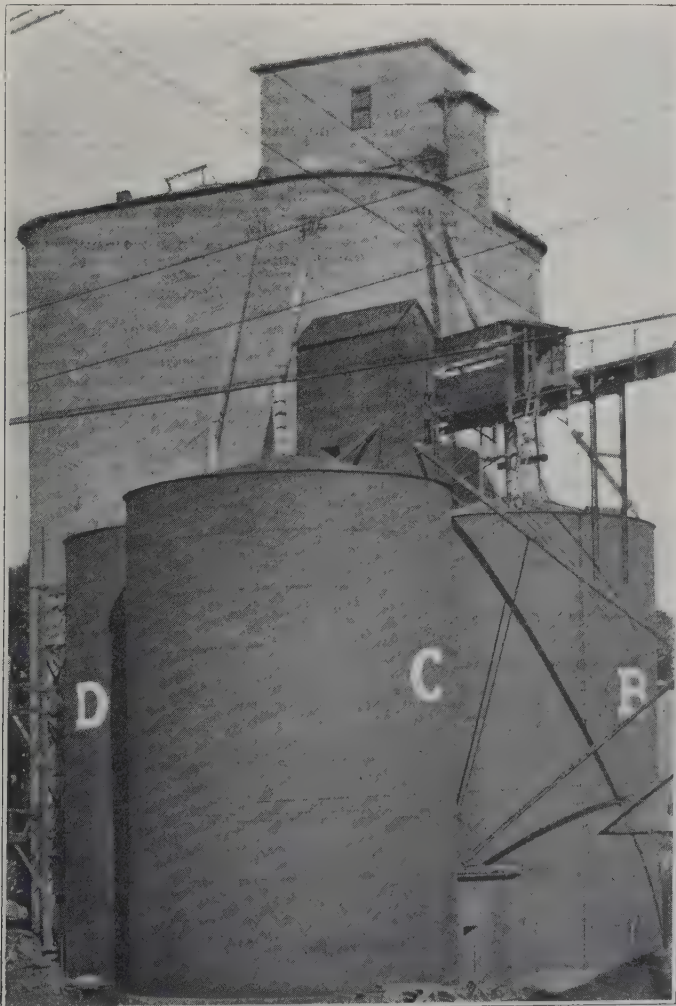
had been repeatedly filled and emptied with wheat. The rupture in the wall alone disclosed the real condition of the bins and naturally the three other bins were immediately emptied and will be strengthened before grain is again put into them.

Some may be disposed to condemn the continuous laying of concrete, but this is necessary if a smooth, clean surface is to be obtained, hence night work is necessary. One important lesson to be drawn from this accident is the necessity of more vigilant inspection on rush jobs. The reinforcing must always be properly placed, as when once in position any defect in its placing or anchoring is beyond detection until a rupture occurs.



Plan of Ansted & Burk Co.'s Concrete Bins at Springfield, O.

Farmers will begin gathering their corn before it is fit, and perhaps fail to take the precaution to spread it over the crib floor as evenly as possible; in order to give it a better chance to dry out. It will be a safe thing even with the 8-foot crib, and an essential thing where the crib is 10 or 12 ft., to put in some kind of ventilation. Anything that will permit circulation of air in the crib will help; if nothing else, some old rails thrown in, or a string of tile. The best thing would be a V-shaped trough, like a hog trough upside down, only twice as deep, and with slatted sides, placed lengthwise of the crib in sections easily removable. This would afford ventilation, often make No. 2 out of corn that at best would have made No. 3, and save the center of the crib from being seriously damaged by overheating.—Wallace's Farmer.



New Concrete Elevator and Old Steel Tanks of Ansted & Burk Co., at Springfield, O. Wrecked Wall of Ansted & Burk Co.'s Concrete Bin at Springfield, O.

Feedstuffs

Ferdinand I. Vassault, New York, sec'y of the National Feed Dealers Ass'n has resigned to accept a position with the Interstate Commerce Commission for misbranding of feed.

For misbranding of feeds, the board food and drug inspection at Washington has recently issued notices of judgment against the West Point Mill Co., Charleston, S. C., L. F. Miller & Sons, Philadelphia, Pa., and the Kornfalfa Feed Milling Co., Kansas City, Mo.

The program of the second annual meeting of the Ass'n of Feed Control Officials, to be held at the Raleigh hotel, Washington, D. C., Nov. 14-16, includes a discussion of that part of the report of the executive committee relating to uniform law and definitions for feeds, by feeders, individual manufacturers and representatives; an address by Dr. H. W. Wiley on "Importance of Making Feed Out of Sound Material"; by Dr. C. D. Woods of Maine on "Co-operation Between Feed Dealer and Executive of the Law"; by Robt. W. Chapin, of Buffalo, on "The Manufacturers' Position and Needs." On the second day members of the Ass'n only will be present at a discussion of the uniform feedingsuffs law. The open discussion will be continued the third day, closing with the election of officers.

Convention of National Alfalfa Millers.

The convention of the National Alfalfa Millers Ass'n was held in the Railroad Club rooms at Kansas City, Mo., Oct. 21 and 22, with 45 in attendance. The meeting was called to order in the morning of Oct. 21. Bryan Haywood, Lamar, Colo., was chosen temporary chairman, and F. M. Wilson of Hartman, Colo., temporary sec'y.

The convention then considered a permanent organization. Chrm. Haywood appointed the following committee on constitution and by-laws: J. W. Anderson, Kornfalfa Feed Mlg. Co., Kansas City, Mo.; J. P. Campbell, Denver Alf. Mlg. & Products Co., Lamar, Colo.; and W. P. Bunyan, Artesian Valley Alf. Mlg. Co., Fowler, Kan. This committee reported the constitution and by-laws adopted by the old Ass'n.

Article IX provides for an arbitration board of three members appointed by the pres. to meet on call of the pres., which must be made immediately on the filing of proper documents by the plaintiff.

The Ass'n shall hold semi-annual meetings on the first Tuesday of February and August.

A change was made in annual membership dues, which now stand for active and associate members at \$5 per annum, payable in advance; for advertising and other expenses an additional assessment of 1c per ton actual mill grind is to be made on all active members.

Grading and trading rules were left to the executive committee.

The afternoon session was devoted to a general welfare discussion. J. W. Anderson talked about freight rates from the standpoint of the alfalfa miller, and observed that while a higher rate on meal than on hay might handicap a country miller, it would be advantageous to the miller at a terminal market.

In his discussion of "Cost of Manufacture" Bryan Haywood explained two ways of obtaining cost figures: one was to have the bookkeeper estimate it on the basis of a day's or a week's steady run. By that method he found he was producing meal for 95c. per ton; but when he considered the idle time of his mill, the condition of the hay, the weather and his bank book, he found the cost was \$3.70 per ton. He had found his costs varying from 70c. under ideal conditions, to \$7.70 under the most unfavorable, and therefore advised that costs should be figured by seasons.

James N. Russell of the Russell Grain Co., Kansas City, Mo., discussed "Marketing Alfalfa Meal; From a Broker's Standpoint." He deals with the miller, the broker and the dealer East and South and sometimes has trouble at both ends. He said he had been unable to trade under the grading and inspection rules of the ass'n and had found it necessary to deal entirely by sample. Green meal is the only kind for which a steady demand exists and his efforts to introduce the brown in his trade had not succeeded. The buyer appeared to care nothing whatever about the protein value of the meal but persisted in paying \$2 to \$3 per ton for the green color.

A. W. Long of the Purity Mlg. Co. of Manhattan, Kan., spoke on the "Condition of Trade." He thought the feeding public lacked knowledge concerning alfalfa feeds and said the Kansas Agri. College was conducting experiments in feeding alfalfa that should prove useful when results are published.

Mutual fire insurance was discussed, but no definite action taken.

After the adjournment of the afternoon session the assembly was taken for an auto ride over the boulevards of the city, as guests of the Russell Grain Co. In the evening the visitors were entertained at the Orpheum Theater by the Fowler Commission Co.

At the opening of the Saturday morning session James N. Russell inquired whether associate members would receive lists of alfalfa mills and other information furnished by the sec'y. It was decided that such service should be rendered to both active and associate members.

At the election of officers, the chair ruled that each organization was entitled to but one vote. Bryan Haywood of Lamar, Colo., was elected pres.; F. M. Wilson, Hartman, Colo., 1st vice pres.; J. E. Miller, Arapaho, Okla., 2d vice pres.; W. P. Bunyan, Fowler, Kan., 3d vice pres.; S. P. Stryker, Hershey, Neb., 4th vice pres.; C. W. Wright, Kansas City, Mo., sec'y-treas.

Before final adjournment H. G. Cherry of Kansas City, Mo., talked on trade conditions and urged members to make all sales on sight draft terms with B/L attached to draft. Mr. Bunyan said he was refusing to book sales almost daily because he would not sell on other than sight-draft terms.

Immediately following final adjournment, the pres. called a meeting of the executive committee which made these recommendations:

1. Members are urged to make sales under the grading and trading rules adopted by this ass'n.

2. In dealing with brokers, active members are asked to confine such business wherever possible to members of this ass'n to insure the protection afforded by its trading rules.

3. Members are ordered to make all

car lot sales of straight alfalfa meal on sight draft with shipper's order B/L attached, payable on demand. The sec'y is instructed to supply members with rubber stamps to be used on all stationery, stating in substance: "Members of the National Alfalfa Millers Ass'n; all sales of alfalfa meal in straight carlots subject to sight-draft terms."

In the afternoon visitors were shown thru the plants of the Kornfalfa Feed Mlg. Co., and the American Alfalfa Mlg. Co. Most of the members left on evening trains.

Proposed Uniform Feeding Stuffs Law.

State and federal pure food officials and agricultural station professors have been at work for some time on the draft of a uniform law governing the sale of cattle and poultry foods. For adoption or amendment at the meeting of the Ass'n of Feed Control Officials at Washington Nov. 14-16 the executive committee of that Ass'n has drawn up a bill the important provisions of which are as follows:

Sec. 1. The term "concentrated commercial feeding stuffs" shall be held to include all feeding stuffs used for feeding live stock and poultry, except whole unmixed seeds or grains, whole hays, straws and corn stover, when not mixed with other materials.

Labeling.—Sec. 2. Every lot or parcel of concentrated commercial feeding stuffs sold, offered or exposed for sale or distributed within this State shall have affixed thereto a tag or label, in a conspicuous place on the outside thereof, containing a legible and plainly printed statement in the English language, in type as large as ten point, clearly and truly certifying: the net weight of the package; provided that all concentrated commercial feeding stuffs shall be in standard weight bags or packages of twenty-five pounds or multiples thereof, or in bulk; the name, brand or trade mark; the name and principal address of the manufacturer or person responsible for placing the commodity on the market; the minimum percentum of crude protein; the minimum percentum of crude fat; the maximum percentum of crude fibre; the specific name of each ingredient used in its manufacture. The several constituents shall be determined by the methods adopted by the Association of Official Agricultural Chemists of the United States.

Sec. 3. Before any manufacturer, importer, jobber, firm, association, corporation or person shall sell or distribute in this State any concentrated commercial feeding stuffs, he shall file with a certified copy of the statement specified in Section 2 for each brand of concentrated commercial feeding stuffs; said certified copy to be accompanied, when the shall so request, by a sealed package containing at least one pound of the feeding stuffs to be sold, offered or exposed for sale or distributed in this State, and the company furnishing the sample shall thereupon make affidavit that it corresponds to the feeding stuffs which it represents in the percent of crude protein, the percent of crude fat, the percent of crude fibre, and the specific name of each ingredient used in its manufacture.

Stamp Tax.—Sec. 4. Each person manufacturing or selling any concentrated commercial feeding stuffs as defined in Section 1 of this Act, shall pay to the an inspection tax or fee of per for each brand of concentrated commercial feeding stuffs sold, offered or exposed for sale or distributed in this State, and shall affix to or accompany each lot shipped in bulk, and to each parcel of such concentrated commercial feeding stuffs a tag, stamp or label to be furnished by the stating that all charges specified in this Section have been paid. Whenever any concentrated commercial feeding stuffs as defined in Section 1 is exposed or offered for sale in bulk or otherwise stored, the manufacturer keeping the same for sale shall keep on hand cards upon which shall be printed the statement required by the provisions of Section 2, and when such feeding stuffs is sold at retail in bulk or in packages belonging to the purchaser, the manufacturer shall furnish the purchaser with sufficient tax tags or stamps to cover the sale, and, upon request, with a card or

cards upon which appears the statement required by the provisions of Section 2.

Sec. 5 empowers the officials to refuse to register misleading brands or to cancel registration.

Sec. 6 provides that when the manufacturer has paid the inspection tax no other person shall be required to file statement or pay fee on the same brand.

Sec. 7 authorizes the officials to enter all places of manufacture, storage or sale of feed stuffs.

Sec. 8 prescribes the method of sampling. Sec. 9 provides for certification of facts to the prosecuting attorney.

Penalty.—Sec. 10. Any manufacturer or person who shall sell, offer or expose for sale, or distribute in this State, any concentrated commercial feeding stuffs without having attached thereto or furnished therewith such tax stamps, labels or tags as required by the provisions of this Act, or who shall use the required tax stamps, labels or tags a second time, or any manufacturer or person who shall counterfeit or use a counterfeit of such tax stamps, labels or tags, shall be guilty of a violation of the provisions of this Act. Any manufacturer, importer, jobber, firm association, corporation or person who shall violate any of the provisions of this Act, upon conviction thereof, shall be fined not less than \$50 or more than \$100 for the first violation, and not less than \$100 for each subsequent violation. Any manufacturer or person who shall sell or distribute in this State any concentrated commercial feeding stuffs, as defined in Section 1 of this Act, without complying with the requirements of the provisions of this Act, or who shall sell or distribute in this State any concentrated commercial feeding stuffs which contains a smaller percentage of crude protein or crude fat, or larger percentage of crude fibre than is certified to be contained therein, or who shall fail to properly state the specific name of each and every ingredient used in its manufacture, or who shall mix or adulterate any feeding stuffs with any substance or substances injurious to the health of live stock or poultry, shall be deemed guilty of a violation of the provisions of this Act, and upon conviction thereof, in addition to the penalty provided in this section, the lot of feeding stuffs shall be subject to seizure, condemnation or sale as the court may direct; the proceeds from such sale to be covered into the State Treasury. The Court may at its discretion release the feeding stuffs so seized when the requirements of the provisions of this Act have been complied with, and upon payment of all costs and expenses incurred by the State in any proceedings connected with such seizure.

Movement of Millfeed in October.

Milwaukee receipts of millfeed during October were 3,595 tons; against 4,687 tons in October, 1909.—H. A. Plumb, sec'y Chamber of Commerce.

Kansas City receipts of bran during October totaled 1,920 tons. Shipments of bran during the month amounted to 7,920 tons.—E. D. Bigelow, sec'y Board of Trade.

Baltimore during October received 118 tons of millfeed; compared with 766 tons received in October, 1909. No shipments were made this October, compared with 40 tons shipped in October of last year.—Jas. B. Hessong, sec'y Chamber of Commerce.

Cincinnati received during October, 5,705 tons of millfeed, compared with 4,864 tons in the corresponding month of last year. Shipments during October amounted to 4,779 tons, against 4,288 tons shipped in October of 1909.—C. B. Murray, sup't Chamber of Commerce.

During October, St. Louis received 187,295 sacks and 57 cars of bran as against 124,590 sacks and 58 cars received in the corresponding month of 1909. Shipments of bran during October amounted to 317,890 sacks and 242 cars as against 272,420 sacks and 186 cars shipped during October, 1909.—Geo. W. Morgan, sec'y Merchants Exchange.

The Grain Dealers Journal is newsy.—Farmers Grain Co., Edinburg, Ill.

Chart of Oats Receipts and Prices.

The chart reproduced in the engraving herewith shows how the price of oats has been readjusted during this autumn to meet the new conditions arising from a harvest of oats which is the largest on record.

Department of Agriculture estimates make the oats crop of 1907, 754,443,000 bus.; of 1908, 807,156,000 bus.; of 1909, 1,007,000,000 bus., and the indication for the 1910 crop more than the 1909 crop, figured on the Oct. 1 condition.

March reserves of oats at 363,000,000 bus. were large, but prices were sustained at a high level until midsummer under the expectation of damage to the crop by drouth, which failed to materialize; and in August the heavy receipts from the country began to tell the story of a billion bushel crop.

In the chart herewith the receipts of oats each week from the week ending July 2 to the week ending Nov. 5 are shown by the heavy vertical lines made proportionately long as the receipts increased. Thus receipts for the week ending July 2 are shown as 1,725,000 bus. at the principal primary markets, which are the smallest receipts shown on the chart and also the smallest for over a year. The largest receipts were recorded during the week ending Aug. 20 at 11,650,000 bus.

December oats at 41 cents during the first and third weeks of July was the culmination of the June advance and there ensued a gradual and steady fall in prices under the influence of sales to arrive, of heavy actual receipts and large increases in the visible supply.

THE PRICES of December oats at Chicago for 19 weeks prior to Nov. 5 are shown in chart herewith. The diagram gives the opening price each Monday and the close each Saturday of each week since June, together with the high-

est and lowest point touched by the December quotation each week.

During the past four months there have been five important downward movements, each followed by a resting level. Altho at all times under the bearish influence of the big receipts the fall in prices was more rapid just before the expiration of the July and September trading options. At the end of July and of September holders had the option of providing funds to carry the cash grain or of selling out their speculative holdings, and their choice of the latter alternative determined the course of the market, especially during the week ending Oct. 1, as shown by the chart. The lowest price, 29 $\frac{3}{4}$ cents per bu., was touched on Oct. 18 under heavy liquidation in the corn market. During the past four months the market has had no genuine recovery, the rise during past two weeks of about 2 cents being comparable to those earlier during the bear movement.

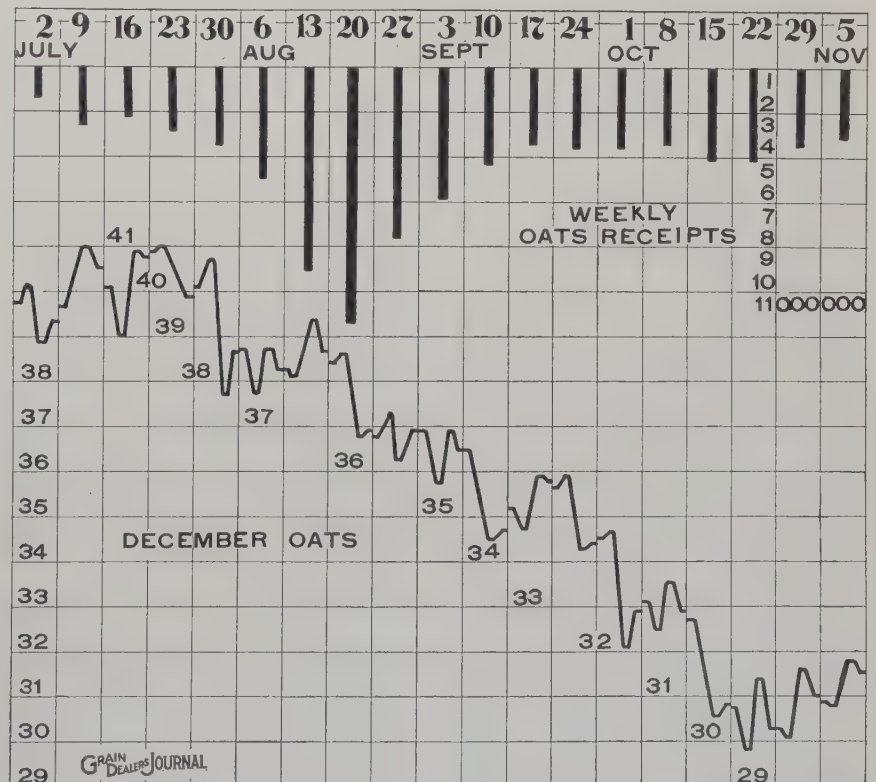
Believers in lower prices pin their faith to heavier marketings by growers as soon as the ground freezes and field work becomes impossible, and to expected heavy liquidation when the December future expires.

Imports and Exports of Rice.

Imports of rice, rice flour, meal and broken rice during the eight months prior to Sept. 1 amounted to 159,214,594 lbs.; compared with 158,177,888 lbs. imported in the corresponding months of 1909.

Exports of rice amounted to 6,497,090 lbs. and 5,727,125 lbs. of rice bran, meal and polish; against 1,368,876 lbs. of rice and 8,480,596 lbs. of rice bran, meal and polish exported during the first eight months of 1909.

Of foreign rice, rice meal, rice flour and broken rice we re-exported during the first eight months of this year 5,070,720 lbs.; compared with 4,687,768 lbs. re-exported during the corresponding period of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.



Ohio Grain Dealers Hold Fall Meeting at Columbus

The regular fall business meeting of the Ohio Grain Dealers Ass'n was held at the Chittenden Hotel Oct. 28. The attendance at both morning and afternoon sessions was good, nearly 100 persons being present. Pres. M. W. Miller, of Piqua, called the morning session to order at 10:45 o'clock, and read the following:

President's Address.

I want to take this, the first opportunity I have had of offering you my thanks for the high honor accorded me at Cedar Point last June. Being obliged to leave before the election of officers occurred, I did not have the opportunity at that time to express to you my appreciation. My only wish is to do everything in my power to further the interests of the Ohio Grain Dealers Ass'n during my term of office as President.

This Ass'n is, I believe, the oldest grain ass'n in the country, and it should indeed be a power for good in the grain trade in our state. Its influence should be felt in every market where its members do business and it should wield a powerful influence for the adoption of better business methods by the grain dealers of Ohio.

Far too many Ohio dealers take little or no interest in their State organization, and few appreciate the wide scope of its usefulness, or the work it is doing in the interests of the entire grain trade of the state. What a powerful organization this would be for good in the grain trade if all the dealers in Ohio could be made to realize the possibilities of what could be done through thoro co-operation in this organization. But many of them do not realize its strength or what it can do if they give it a chance, which reminds me of a story of a little dried up Irishman who approached the mate of a vessel loading at a dock and asked him for a job.

The mate looked down at him for a moment and said you are not big enough to be of any account.

The little Irishman replied well you might try me anyway. The mate finally told him to go over to the other side of the dock and get a case of dry-goods and put it on the boat. The little Irishman put the case on board, came back and asked, is there anything else, sir? The mate looked at him in amazement for a moment, and directed him to a consignment of blacksmiths' anvils to be loaded. The little Irishman walked over to the anvils and putting one under each arm started for the boat, but his weight with that of the anvils was too much for the plank and down he went into the water. He went under and as he came up the second time he yelled, "Hey! there; if you don't throw me a rope I'll drop one of these damned tings."

This story illustrates the way your secretary feels at times when he needs your united support and cannot get it.

An old adage of trade was "Competition is the life of trade" but modern methods of trade are so vastly different that this old adage should be re-written to read "Co-operation—not Competition is the life of trade." There are many legitimate ways in which our State organization is proving itself invaluable to its members, it is not necessary to consider controlling prices, or attempting any illegal processes in our organization, but through the exchange of ideas, becoming more familiar with our trade troubles and their solution, widening our acquaintance one with another, and cementing our friendships as we become better acquainted, we learn at our meetings to adopt the best ideas for the conducting of our business and to adopt the more modern methods of business. We realize that our competitors are not nearly the mean fellows we considered them, in fact we find that we had prejudiced ourselves against them and were apt to be too easily offended at their acts, we learn to see more of their good points, and find that if we but give them a chance or meet them half way that they are inclined to be fair with us.

We learn from this exchange of ideas from associating together that it costs more to do business now than it did in days gone by, and we find that it is more profitable to let our competitors have their

fair share of business. We make a better return to handle half as much at a reasonable margin than all at no margin at all. In fact in promoting good fellowship among dealers I believe that our local, state, and national ass'ns are doing their greatest work. The Ohio Grain Dealers Ass'n is doing a great work for its members and for all who come in contact with the grain trade of Ohio by co-operating with the State Board of Agriculture and the Ohio Experiment Stations toward securing better yields and better quality of grain produced on Ohio farms. The statistics of the Board of Agriculture show that Ohio farms yield but little more than half per acre what they should yield and if, as a result of the efforts made in this direction, but two to five bushels per acre of a better quality of grain can be added to the average yield of Ohio farms what is there which would materially affect more the business of the Ohio Grain Dealer than this? There is certainly no one outside of the Ohio farmer himself who would reap more benefit from such an increase than the Ohio grain dealer.

Much has been done along this line, but the work is only in its infancy, and how much more could be accomplished were the grain dealers of Ohio thoroly organized and united in working in co-operation with the Board of Agriculture along these lines?

County experiment farms. You have all been advised of the recent action of the legislature under the supervision of the State Experiment stations, and in this part of the work the individual grain dealer can do much good work each in his own locality, this certainly opens up a wide field for each grain dealer to use his influence in his own community towards better farming, which is bound to result in larger yields and better quality. Thoroly organized effort along these lines would in a few years show remarkable returns to Ohio Grain Dealers, who can do much to assist in the campaign for better quality of grain by an organized effort for a closer grading of grain as it comes to the elevators from the farms.

Far too many dealers will receive good-bad-and-indifferent qualities of grain paying the same price for all, or if he does recognize the careful farmer who studies and endeavors to produce the best obtainable from his soil, he does so, by paying him slightly more than the market price, accompanied by the admonition that he is to keep it to himself, say nothing about it to any one, this is all wrong, and the methods in vogue in this respect are more calculated to discourage better farming than to encourage it. Dealers who practice such tactics are only working to undo what others are endeavoring to do.

If the lazy farmer who grows inferior grain or who delivers his grain to the elevator in a dirty condition is educated by the grain dealers to believe that he is receiving as much for his poor quality as is the other farmer who is careful and painstaking and is making an honest effort to improve the quality he raises, he sees no incentive in trying to improve, and the dealers who do not grade their grain are encouraging poor farming and discouraging the farmer who is trying to improve his quality and yield.

This is largely so because the dealer is afraid of his competitor, and believes that if he grades his grain as he knows he should and pays less for inferior qualities his competitor will take it at full market price. Country shippers must sell grain by grade, and many of the grain dealers' losses result from not grading farmers' grain. When country dealers grade grain they receive from the farmers by the same rules they know the grain will be graded by when shipped to market, they will be more likely to realize a reasonable margin of profit from their business, and will certainly receive fewer disappointments.

There is a great field along this line for the Ohio Grain Dealers Ass'n and I would like to see an organized effort made in educating the members of this Ass'n to grade properly the grain from the farm to the elevator, and let it be known in every section of the state that Ohio elevators will pay full market price for the good qualities of grain while grain of inferior grade will be bot only at its true market value, according to grade.

The Ohio Grain Dealers Ass'n offers its members the services of its several committees, and the members of this Ass'n should be freer to take advantage of the privileges offered through the Arbitration and Claim Bureau Committees.

Arbitration in the settlement of differences and disputes has come to be recognized as an important factor in modern business affairs. Use your Association and by using it make it strong. I am a thoro believer in ass'n and organization along right lines, and believe there is a large field of action for the Ohio Grain Dealers Ass'n, let us, therefore, stand loyally by our Local, State and National ass'ns and the principles they represent, and direct our efforts toward a renewed interest in our state organization and toward bringing every department of the Ass'n up to the efficiency it should have to the end that this Ass'n will be the power in the grain trade that it should be, and I would like to impress on every grain dealer of Ohio the fact that this is your Ass'n and that it will be what you make it.

Sec'y J. W. McCord read the names of members of committees to serve until next summer, as follows:

Committees for 1910-11.

Arbitration: E. W. Scott, Columbus; M. A. Silver, West Jefferson; J. H. Motz, Brice.

Legislative: Charles E. Groce, Circleville; John L. Pocock, Antwerp; Geo. W. Lamb, Hooker.

Membership: H. G. Pollock, Middlepoint; Jacob Hauss, Wapakoneta; Walter Snyder, Kenton; Benj. Turner, Avery; Willis Jones, Mt. Sterling; D. L. Mote, Greenville.

Bill of Lading: C. N. Adlard, Piqua; C. O. Barnhouse, Agosta; J. L. Cruikshank, Fostoria; H. S. Heffner, Circleville; Emery Thierwechter, Oak Harbor.

Ohio Agricultural Experiment Station: H. W. Robinson, Greenspring; H. W. Fish, Mansfield; Grant McMorran, St. Paris; E. A. Grubbs, Greenville; Fred Mayer, Toledo; L. L. Cass, Weston.

Claim Bureau: C. M. Myers, Columbus; Geo. Stephenson, Rosewood; Earl C. Baer, Hicksville.

Traffic: E. W. Seeds, Columbus; H. L. Goemann, Toledo; J. W. Simmons, Pemberton.

Sec'y J. W. McCord read letters of regret from absentees.

Pres. M. W. Miller: I have written to the affiliated ass'ns to be prepared to report crop conditions at this meeting.

E. C. Eikenberry, Camden: Southwestern Ohio will not be the region to which you will come for corn. We have 75 to 80 per cent of an average crop, but these figures may be diminished, as much of it is on the ground. The corn will be good in quality; but will not come on the market readily. Our wheat acreage is immense, the largest in 10 years, and still sowing wheat. Early wheat is reported infested with fly.

I believe we are declining as a wheat producing state, and I believe this comes from a lack of knowledge as to what fertilizer to use. It is a burning question with us to improve the wheat crop, because corn is being fed. The farmer will sow any kind of shriveled wheat. Preble county is one of the largest clover seed counties in the state; and the seed is of fair quality tho stained.

G. W. Lamb, Hooker: Corn in Fairfield county is fairly good; 15 to 20 per cent short of an average; stood up well and was cut in good season, but is not maturing rapidly, and we are going to be late in marketing. Never saw a better stand of wheat. Clover seed is a short crop; none to go to market. The farmer ought to waken up on the matter of raising wheat. He is too careless.

L. F. Anderson, Anderson: Ross county corn is not of good quality, and I expect the movement will be slow at present offers. Of wheat we have no complaint.

E. T. Custenborder, Sidney: Corn is not up to last year in quantity. On account of so much being down, it will be a difficult crop to handle. Wheat looks

well; 10 to 20 per cent larger acreage in Shelby and adjoining counties. Corn will not be in condition to handle for a few weeks. A little corn is in shape to handle now by shipping in ear. Clover seed crop is hardly an average; north of us is considered better.

H. W. Fish, Mansfield: Middle Ohio is not a corn shipping district. Corn will be in condition about Nov. 15; 65 to 70 per cent of a crop of varied quality and hardly fair average in entire territory. About 5 per cent of old corn in farmers hands. Wheat condition is 99 and acreage 110, based on reports of 25 dealers over this territory. Wheat in farmers hands, 50 per cent. Oats fine quality, 60 per cent in farmers hands.

The future of the wheat crop in Ohio has been a serious question with the millers. We are glad that our work in co-operation with the state agricultural college is bearing fruit. With the hearty co-operation of state officials, agricultural colleges and experiment stations with grain dealers and millers 25 bus. can be raised as easily as the present average of 16 bus. per acre. Farmers now are as much interested in wheat improvement as they were a few years ago in corn improvement, as shown by attendance at the wheat trains.

H. W. Robinson, Green Spring: Seneca county corn is about an average. The fall was very favorable for maturing during Sept. Farmers I doubt will move much corn at 40c. or under per bu., and I doubt that the movement of corn this fall will be one-third the movement last fall. I believe this is a good thing for the grain dealer. Corn is not in good condition so early.

Wheat is above an average and outlook is for 20 per cent increase. Seneca is one of the wheat counties for quality. The average test of the wheat taken in at our houses is 59½ lbs. per bu. About 75 per cent of the wheat sown in our locality is cleaned at our elevator, and we clean it right. Consequently we are getting a superior quality of wheat.

Clover seed is 85 per cent of a crop, mostly good seed. Mammoth was cut short by dry weather late in July.

E. L. Southworth, Toledo: In northwestern Ohio corn is a large crop and its quality is good; but the condition is bad, and it will not be fit to ship until Nov. 15. Our members will not try to handle it before Nov. 1, and have said considerable about prices. They tell farmers the corn is worth 50c. a hundred pounds, but they will not take it before Nov. 15. Clover seed is short.

M. W. Miller: I am glad to learn that the dealers in Northwestern Ohio are not going to handle corn soon, as they are generally several weeks ahead.

E. E. Nutt, Sidney: Corn met with disaster in a 2 days' rain in August which softened the ground so that much of it fell down in Shelby county, and it is going to be difficult to handle corn. We are going to have to sort our corn as we did a few years ago. Many farmers throw corn in great piles in mow, outside samples from which look good. If we handle this corn we are doing ourselves and the farmers an injury. I hope the dealers will let the corn dry out before handling it.

We have very little clover seed, not enough for home demand. Good crop of oats.

E. H. Culver, Toledo: Tests of Wood county corn showed 34.3 per cent water; southern Indiana yellow 25.4, white, 27.2 and mixed 29.6. At Delphos, O., the best of any tested this year ran 24.2; and 33

per cent of water was test of northwestern Ohio corn. Lucas county corn is all fed. Wood county has one of the largest yields ever; it is glassy as if swelled up. When matured we are going to have an elegant crop of corn; but by all means let it dry out.

It is your business to talk up the late sowing of winter wheat. We generally have a good frost by Oct. 1 that kills off the fly. Get in touch with the agricultural college and see that good men are put on to lecture.

We have northwestern Ohio pretty well seeded with longberry Mediterranean wheat instead of the old red chaff. We have grown the best oats this year; 98 per cent grades No. 2, average weight 36 lbs. Leaming corn will not mature in Lucas county. Ohio rye was a failure, and we must send away for seed.

Pres. Miller: We will have a report from Mr. Grimes of Pike county.

H. S. Grimes, Portsmouth: Scioto county will produce as large a crop as last year, and the quality is exceptionally good. Our mills are now grinding new corn. Never in 32 years have I seen such a fine prospect for wheat. In our section we can ship ear corn from Nov. 1 to 15th safely. We had 110 per cent of a crop; quality and condition 120 per cent. I believe that corn will sell at 40 cents, maybe less in our section. We will have to depend on export demand for wheat and corn.

W. D. Foresman, Crawfordsville, Ind.: We have not bot a bushel of corn, offering 36c. Wheat in our section is looking fair, but in southern Indiana fly has almost ruined it.

C. K. Patterson, Picketon: Pike county crops are in good condition.

Jacob Hauss, Wapakoneta, in a letter read by Mr. McCord, said: Price of corn

opens at 38 to 40c. a bu.; 10 per cent of old corn in farmers hands; acreage of wheat larger than last year; 50 per cent of wheat and 60 per cent of oats in farmers hands.

The college boys present were called on for an O. S. U. yell which they gave with vim.

Afternoon Session.

Geo. H. Stevenson, sec'y-treas. of the National Corn Ass'n of Columbus, outlined the corn exposition to be held at Columbus, Jan. 30 to Feb. 11.

W. A. Lloyd, of Wooster, manager of the third Ohio Corn Show, spoke for closer co-operation between the grain dealers ass'n and the experiment station, where he has charge of the field work. "The coming of the National Corn Show has made it possible to broaden our work so that our exhibition will be in the nature of a fair. I have a proposition that the Ohio Grain Dealers Ass'n install in the exhibit space of the Ohio Corn Improvement Ass'n at the show a moisture testing laboratory. We are grateful for aid in offering premiums to farmers. In looking over our premium list I find our list will amount to \$443. So our resources are rather limited. Any help you feel like doing we shall be glad to accept. There are no grafters among us; we are farmers and don't know how. (Laughter.)

Pres. Miller: Any suggestions? Uncle Joe led off with a contribution of \$10 from McCord & Kelley, and those present brot the total up to \$257.

J. W. McCord: I believe that \$475 is required.

Lewis W. Dewey: I move that the pres. and sec'y take up the matter with the Corn Improvement Ass'n to work up a plan of paying for these premiums as an Ass'n.

After an amendment that the millers join with the grain dealers the resolution was carried unanimously.

Pres. Miller: We have with us Mr. H. E. Richter of Cincinnati, who is fresh from a conference at Chicago on milling in transit.

H. E. Richter: The railroads were very arbitrary and sent rules on milling in transit to Washington that resulted in a protest, and we had the assurance of the committee that they would induce the C. F. A. to withdraw the rules to have been effective Nov. 1, and I believe new rules will not be published until next spring. For the grain people I would say we have gotten all we could possibly ask for.

The Council of North American Grain Exchanges has a seed committee to promulgate articles disseminating the pure seed doctrine. With just a few years' work we grain dealers will see a great change in our crops as the outcome of this pure seed campaign.

Pres. Miller: Let us go back to our crop reports.

E. A. Grubbs, Greenville: Shippers in our territory reported corn will be fit to ship between Nov. 1 and Jan. 1, the average of reports being Nov. 15; and to ship and shell 14 reported Dec. 15 and 19, Jan. 1. The yield of corn compared with last year is 75 to 80 per cent. Prices for early delivery 35 to 40c., average 35 to 37c. In farmers hands nothing to 20 per cent. Fly is reported in wheat by 48 out of 58.

Thirty-two report that they do not buy by the 100 lbs. I hope all buyers of corn will go to the 100-lb. basis.

E. C. Baer, Hicksville: We have a bumper corn crop in Defiance county. Reserves of oats are very heavy. We are



President M. W. Miller, Piqua, O.

looking forward to a late movement of corn. Farmers are expecting 40c. a bu. and I don't believe they will be free sellers under that price.

H. W. Brown, St. Paris: Acreage of corn in Champaign county is 5 per cent larger than last year. Our corn if shipped early will have to be sorted. Old corn in farmers hands 15 per cent; oats, 60; wheat 30 in our county; 50 per cent more wheat than last year sown. Clover seed a fair crop. Would not think of buying corn at over 35c. for 72 lbs. Dealers should be very careful about buying corn and have farmers sort it at home.

G. A. Collier, Springfield: Clark county corn is in bad condition, molding in shock owing to rain. About 50 per cent of wheat in farmers hands. We have no oats; 25 to 50 per cent being held where they had oats.

J. W. Channel, Melvin: Not over 60 per cent of last year's corn crop.

J. W. McCord: We are just in receipt of a message that the grain elevator of a lady member of the Ohio Grain Dealers Ass'n at Octa was burned this morning at 8 a. m. Fortunately for her the elevator was insured in the Ohio Grain Dealers Mutual and the Grain Dealers National Fire Insurance Co. of Indianapolis.

J. H. Motz, Brice: Corn is in bad shape and won't do to shell until Dec. 1. Wheat never looked better.

E. J. Norton, Greenfield: We have had one cleaner devoted exclusively to cleaning seed wheat for farmers since harvest and they have put the seed in in better shape. Clover seed is a failure. A free movement of corn on account of an epidemic among hogs.

J. R. Watts, London: Madison county is just beginning to husk corn.

O. T. Roszell, Troy: Miami county corn cut early is moldy and rotten. Clay ground corn is late, green, glossy, and it is hard to tell when it will be fit to crib. A great deal of that down on the ground has started to sprout and never will be merchantable. Most farmers think about 35 cents will be the price of corn. A man could buy a great deal of green corn at 35 cents.

O. F. Furrow, Fletcher, Miami county: Corn down badly; price around 35c.

C. E. Groce, Circleville, Pickaway county: Corn is not safe to ship and shell by Nov. 15.

A. B. Beverstock, Lexington: Richland county will not have 40 to 50 per cent of an average crop. Farmers are depending upon buying corn to supply their wants. I came here to buy corn.

H. S. Grimes: Farmers are avaricious. They cut the corn too soon. I have not seen a rotten ear of corn; we understand our business down there.

Willis Jones: The farmer is in a hurry to cut corn so as to sow wheat.

H. E. Garrison, North Grove, Ind.: Last year I had only 2 cars of corn that had to go to the drier; this year I won't have two cars that will grade. September rain spoiled our corn. Our wheat tested 60 to 61 without cleaning, and graded No. 1; but corn is 55 per cent of a crop. Our oats crop is great, and the farmers have it. We did offer 33 cents and now offer 26c. for oats.

We have a Central Indiana Ass'n that meets twice a month and for attendance can't be beat.

Professor McCall: Most of you are too optimistic. We are estimating the corn crop too high. Rain washed off the pollen at a critical period. Our crop is going to be much smaller than we expect.

We are preparing to meet this condition by a seed corn campaign next spring.

E. H. Culver said the moisture testing machine proposed for the Corn Show had not been accepted by the government; that moisture testing machines were costly, he having paid \$146 for one.

Professor McCall: I believe that Mr. Culver got stung on the machine he bought from Washington. From our own design we had one made at a cost of \$60, not counting the scales, which are worth \$35 extra, making ours cost only \$95.

E. A. Grubbs: I move that it is the sense of this meeting that the dealers not begin to take in new corn until Nov. 15 with favorable weather up to that time. Carried.

H. W. Robinson introduced a resolution that the Ass'n approve of the work carried on by the O. S. U. and the Exp. Sta. and the agricultural trains.

L. W. Dewey moved an amendment: Let our slogan be: "More money for agriculture and less money for canals."

J. W. McCord: Last year we got the appropriation doubled.

The resolution as amended and adopted read:

RESOLVED: That the Ohio Grain Dealers Ass'n most earnestly approves of the agricultural extension work being carried on by the Ohio State Agricultural College and Ohio Agricultural Experiment station.

RESOLVED: That we approve of and continue our support to the operating of agricultural trains thru the state, the work being done by professors from the Agricultural College and the Ohio Agri. Exp. Sta.

RESOLVED: That we express our appreciation to the faculty and students of the Exp. Sta. and Professors of the Agri. College for their interest in the work of the Ohio Grain Dealers Ass'n. Further

RESOLVED: That we believe the state of Ohio should appropriate more money for the maintenance and support of agricultural colleges and schools, for experiment stations and for the dissemination of information useful to the agriculturist than is spent upon the canals of the state.

Adjourned at 4 p. m. *sine die*.

Convention Notes.

J. F. Hubbard represented the Piqua Malt Co.

Boston was represented by A. S. Heathfield.

Buffalo was represented by H. T. Burns, sec'y of the Eastern Grain Co.

Pittsburg was represented by R. A. Sheets, J. A. A. Geidel, and John Floyd.

Lead pencils bearing the firm name were given out by Fred Abel, of Abel Bros.

Cincinnati was represented by H. E. Richter of Gale Bros. Co.; F. E. Fleming, and Aug. Ferger.

Celluloid letter openers were distributed by R. A. Sheets with the compliments of R. S. McCague.

Baltimore was represented by H. E. Elgert of J. A. Manger & Co., and Emory Kirwan of Kirwan Bros. Grain Co.

H. W. Fish, of Mansfield, who is now sec'y of the Ohio Millers State Ass'n, renewed his acquaintance among the grain dealers.

Indiana sent two shippers: W. D. Foresman of Crabbs, Reynolds, Taylor Co., Crawfordsville; and H. E. Garrison of North Grove.

Cleveland had two representatives who were nearly the first on earth, Fred Abel of Abel Bros., and F. C. Cain with E. I. Bailey; together with F. E. Watkins of the Cleveland Grain Co.

Supply men included M. J. Young, representing the Philip Smith Mfg. Co., Sidney, O.; A. S. Garman of Akron, O., representing the Huntley Mfg. Co.

A bar of pure soap, lettered with the company's name and packed in a small box was distributed by M. J. Young, representing the Philip Smith Mfg. Co.

Toledo was represented by Fred Mayer of J. F. Zahm & Co.; E. L. Southworth of Southworth & Co.; Harry R. De Vore; Jos. A. Sattler of W. A. Rundell & Co.; E. H. Culver, chief grain inspector.

Among the Ohio Shippers in Attendance Were:

L. F. Anderson, Anderson; Earl C. Baer, Hicksville; J. F. Bales, Circleville; C. O. Barnhouse, Agosta; Alden Beatley, Urbana; A. B. Beverstock, Lexington; L. H. Bisel, Ashley; C. L. Bright, Christiansburg; E. C. Brown, St. Paris; Jesse Brumdiga, Kingston.

J. W. Channel, Melvin; Rea Chenoweth, London; O. M. Clark, Cable; O. H. Clough, Mechanicsburg; G. A. Collier, Springfield; W. H. Cook, Circleville; C. A. Coppock, West Milton; E. T. Custerbender, Sidney.

L. W. Dewey, Blanchester; E. C. Eikenbary, Camden; M. Finner, Osborn; H. E. Frahn, Osborn; O. F. Furrow, Fletcher.

H. S. Grimes, Portsmouth; C. E. Groce, Circleville; E. A. Grubbs, of the E. A. Grubbs Grain Co., Greenville; J. P. Grundy, Carroll.

H. Hall, Unionville Center; W. M. Hardman, Yellow Springs; J. E. Hastings, Cedarville; H. S. Heffner, Circleville; A. F. Herr, Groveport; H. K. Humphrey, Circleville; A. E. Huston, Amanda; J. R. Johnson, Baltimore; Willis Jones, Mt. Sterling; Virgil E. Jordan, London.

Alfred Kile, Kileville; F. E. Kirk, Hebron; H. W. Kress, Piqua.

J. E. Leas, West Manchester; G. W. Lamb, Hooker; Geo. Leggett, Westville; O. P. Lenox, Richwood; A. W. S. Locke, Eldorado; A. V. McClure, Eldorado; A. M. McNaghten, New Salem; M. W. Miller, Piqua; B. C. Monnett, Marion; C. E. Morris, Waldo; J. H. Motz, Brice.

E. J. Norton, Greenfield; John Noon, Plain City; E. E. Nutt, Sidney.

W. T. Palmer, Celina; C. K. Patterson, Piqua; G. N. Perrill, Bowersville; J. E. Pierson, Condit; H. W. Robinson, Green Spring; O. T. Roszell, Troy.

M. A. Silver, West Jefferson; S. H. Simon, Amanda; W. S. Snyder, Kenton; J. C. Spurrier, Marysville; Geo. E. Stephenson, Rosewood; S. B. Swope, Amanda; D. F. Taylor, Ashville; J. B. Van Wagener, London; L. R. Watts, London; Jos. Wolcott, Conover; H. W. Wolfley, Prospect; John Wren, Deunquat; F. Zartman, Xenia.

Hobble skirts are worn by others than women. Dealers who deny themselves the privilege of meeting their fellows at trade conventions and who do not read or post themselves on what others are doing in their line are figuratively as truly hobbled as any fair devotee of fashion.

Phosphate powder for low grade flour is said to be causing a stir in Great Britain. When added to flour in the proportion of one pound of phosphate of calcium to 250 lbs. of flour, the powder imparts a water absorbing power possessed by high grade flour making more loaves to the barrel.

The Mexican import duty of 25c. on American corn, which has been withheld for some time past, went into effect Oct. 1, and it is the opinion of St. Louis grain men that there is little likelihood of further exports into Mexico. As a result of the duty, there were several immense shipments into that country during the latter part of September. Powell & O'Rourke had one shipment of 10,000 bus. and Langenberg Bros. & Co. one of 37 cars, or 40,000 bus. Special arrangements were made with the railroad to carry the corn in a special freight train with a thru right-of-way. Henry Langenberg, a member of the firm, accompanied the shipment to Mexico, as failure to cross the border by Oct. 1, would mean a loss of \$10,000 to the sellers.

Why Should Grain Exchanges Affiliate?

BY JAMES BRADLEY.

When the Council of North American Grain Exchanges was organized, one year ago this month, prominent members of the grain trade as well as the press put the pertinent query, "Why should the Grain Exchanges affiliate?"

The most logical answer to this question without analysis is that the Exchanges should organize because there has not been a satisfactory medium through which the evils that exist in the grain trade could be eliminated or the present methods of trading unified and new measures promoted.

It is unnecessary in this era of commercialism to advance reasons for organization. Organization is a primal instinct of man. At the dawn of civilization when man began to observe and think, the first function which he exercised was that of taking unto himself a specific helpmate. From this union the family grew. Then we have the evolution of society, from family to tribe, boro, village, township, county, state and nation. This great Nation of ours is merely an amalgamation of smaller organizations.

Rome had her unions a thousand years ago. Adam Smith, probably the greatest authority upon the subject of Economics the world has ever known, in writing over a century ago often refers to the organizations of that era, altho he advocated a very unwise policy due to the methods practiced at the time in which he lived. Adam Smith said that men in the same line of business should not be encouraged to meet together, and in fact if it were possible, laws should be passed prohibiting such conventions; but men have grown in wisdom since the days of the great Smith, and today that man who refuses to associate with an organization in a kindred line of business is at best a hermit and a commercial outlaw.

The underlying principle of development is the harmonizing of separate interests in the interest of the whole.

By organization every separate branch of society is able to meet combination with combination, and superlative good is accomplished. Organization is a fundamental condition of religion, business and society.

The purpose of the Council is to stand between the producer, tradesman and consumer on the one hand and unjust combinations of brains and capital on the other.

The "Objects" of the Council do not conflict with any other organization in existence. They are set forth in the Constitution and By-Laws as follows:

"The objects of the organization are to increase the efficiency and extend the usefulness of exchanges trading in agricultural products; to promote uniformity in custom and usage; to facilitate the adjustment of business controversies and differences that may arise between members of the various exchanges; to render enforceable the principles of justice and equity; to encourage the enactment of wise and helpful legislation; to enlighten the general public as to the important service rendered by exchanges in handling agricultural products; to cultivate reciprocal relations between the trade of North America and that of other countries; to obtain by affiliation those greater legitimate advantages unattainable by separate and local effort; and generally to advance the welfare of the grain trade, its allied interests and all those engaged in the production, handling, marketing and consumption of the agricultural products."

The Council will defend the grain exchanges of this country when it is necessary to rally to their defense, but it will just as quickly defend its producers or

take any steps possible to promote their interests. The consumers will also find in the Council a defender, for Right is Right, and neither things present nor things to come can alter Right, or make progress in its defiance.

The Council is organized upon the broadest basis consistent with efficient work and it solicits the co-operation of every organization interested in the promotion and welfare of grain commerce. Its purpose is to co-operate and promote.

The next meeting of the Council will be held the first Monday in February in Chicago. An excellent program is being prepared for that meeting and it is expected that a large number of representatives will be sent from every exchange in addition to the delegates to the convention. A permanent secretary will be appointed by the new officers elected at the meeting and the great work of the Council will be earnestly promoted.

Chicago Rules on Indemnity Trading Strictly Enforced.

The following rulings of the Violation of Rules Committee with reference to trading in indemnities were concurred in by the directors of the Chicago Board of Trade:

No member of this Ass'n shall purchase indemnity for his own account unless, as provided in the indemnity rule, he has an "insurable interest" equal to or greater than the amount indemnified at the time such indemnity is purchased.

Where a person has made a purchase for one delivery month and a sale for another delivery month, the said person may purchase downward insurance against his "long" interest and upward insurance against his "short" interest within the restrictions of the indemnity rule. This is not permissible, however, where the person has made his purchase and sale for the same delivery month.

A clearing member at Chicago may purchase indemnity for a member correspondent, altho the trades of the latter are even upon the books of the former, when such member correspondent signifies that such indemnity is not for customers who have an "insurable interest" upon the latter's books, equal to or greater than the amount of indemnity.

Every member purchasing indemnity thru a fellow-member other than the one upon whose books the "insurable interest" as provided in the indemnity rule.

No member, having purchased indemnity covering his entire "insurable interest" at a certain price, shall purchase additional indemnity to protect the same "insurable interest" unless at the time of the latter purchase, he cancels his original contract of indemnity.

Settlement of indemnity upon 5,000-bu. lots where the market closes upon a "split" quotation shall be made upon the basis of the actual closing price, namely, the closer fraction plus \$3.12 upon said 5,000 bushel lots, and settlements of indemnity upon 1,000 bushel lots shall be made in the same manner.

Open contracts in outside markets do not constitute an "insurable interest" within the meaning of our Indemnity Rule.

All contracts of indemnity between members must be confirmed by both the buyer and seller thru the clearing house in the form and manner as prescribed in the Rule. Failure of either party to so confirm is a violation of rule.

A member clearing an indemnity for another member shall be allowed a minimum commission of 25 cents.

A Montana Elevator.

Montana's fertile valleys have attracted so many farmers during the last two or three years that grain merchants are rapidly capturing desirable sites in the state for modern grain elevators. D. L. Lytle, formerly located at Dickenson, N. D., now has three elevators in the state and makes his headquarters at Miles City, where is located the elevator illustrated herewith.

This 25,000 bu. plant is lighted and operated by electricity. Power shovels are provided for unloading bulk grain; seed and grain cleaners and a feed grinder help to place the grain in condition suited to the needs of farmers of the surrounding territory. About 150 car loads of oats, wheat and seeds are shipped in and sold annually.

The plant is equipped with an automatic sacking scale, also dump scales for receiving wagon loads. A large business is done in field seeds, especially alfalfa. The warehouse, which is 30x68 feet with a deep basement, gives considerable additional store room.

I do not feel that I am fully equipped without the Journal.—John H. Norton, Chattanooga, Tenn.



D. L. Lytle's New Elevator at Miles City, Mont.

Seeds

Prospect, O.—The clover seed crop is poor.—H. W. Wolfley.

Sumner White of Orient, Ia., is erecting a large seed house.

The prospect for clover seed in this state is for 61% of a crop.—Ohio State Dept. of Agri.

Lewis Center, O.—The clover seed crop is not much good.—John O. Gooding, of Gooding & Crumb.

During the week ending Nov. 5, New York exported 1,403 bags and imported 2,047 bags of clover seed, largely red.

F. M. Speight, traveling salesman for the American Seed Co., of Detroit, Mich., died Nov. 4 at Marlin, Tex., of heart disease.

Alfalfa buyers are very keen after the Gunnison Valley, Utah, crop, eleven buyers having been registered at one time in the hotel at Gunnison.

Bellefontaine, O.—The cloverseed crop was not very good, poor yield, quality and condition is fair, majority of seed is small.—E. L. Gebby, Keller & Gebby.

Two carloads of alfalfa seed have recently been shipped by the Farmers' Cash Union of Bear River Valley, from Brigham, Utah, to Los Angeles, and to Chicago.

Roger S. Elliott, of Roswell, N. M., recently shipped to Chicago a carload of alfalfa seed, which weighed 44,480 lbs., and was sold at from 14 to 16 cents per pound.

Alfalfa statistics show that this crop is now grown in every county in the state. It is estimated that the total production this year was 68,519 tons.—Ohio State Dept. of Agri.

Speculative demand continues to make the price of clover seed. Very small receipts have caused some December shorts to cover, but there is still a liberal shortage. Some prime will come, but the October longs are still stubborn. Farmers are holding.—C. A. King & Co.

Ottawa, O.—We have a small crop of clover seed, heavy rains damaged the red clover considerably, but mammoth and alsike was of good quality. A few small lots are still in farmers' hands. The timothy seed crop was almost a failure, and we will ship in.—Johns & Sherrick.

Manhattan, Kan.—We are starting the erection of a seed eltr. and warehouse on the R. I., to be equipped with up-to-date machinery for handling seeds. We will make a specialty of seed corn and alfalfa seed. We have a large acreage of pure seed corn this season.—George T. Fielding & Sons.

Altho there has been a great deal of agitation for pure seed laws, the fact still remains that the purity of grass and clover seed will not, and moreover, cannot be improved, no matter what stringent laws may be enacted, and while the reports of seed tests are often very damaging to the seed trade in general, they do not result in any good to anybody. For all that, we do not for a moment hesitate to go on record and state that there is no country in the world that handles, on an average, such high qualities of grass and clover seeds as the United States.—Henry Nungesser & Co.

West Liberty, O.—Clover seed is a very poor crop. Considerable brown seed among the little red clover; mammoth is good, about 40% of an average yield.—J. L. Mast.

Duluth received in October 837,965 bus. of flaxseed and shipped 613,653 bus.; compared with 3,226,106 bus. received and 2,171,900 bus. shipped in October, 1909.—Chas. E. Macdonald, sec'y Duluth Board of Trade.

The acreage of clover seed harvested, compared with that of average years, is 77% in the state of Michigan, 79% in the southern counties, 78% in central, 70% in the northern and 45% in the upper peninsula. The average yield per acre in bus. is 1.45 in the state, 1.34 in the southern counties, 1.61 in the central, 1.75 in the northern and 2 bu. in the upper peninsula.—Frederick C. Martindale, sec'y of state, Lansing, Mich.

During the week ended Nov. 5, Chicago received 653,000 lbs. of timothy seed, 93,600 lbs. of clover seed, 368,300 lbs. of other grass seeds and 26,500 bus. of flaxseed; compared with 1,268,220 lbs. of timothy seed, 53,691 of clover seed, 1,725,000 lbs. of other grass seeds and 68,075 bus. of flaxseed received in the corresponding week of 1909. Shipments during the week ended Nov. 5 included 82,900 lbs. of timothy seed, 118,800 lbs. of clover seed, 323,700 lbs. of other grass seeds and 5,200 bus. of flaxseed; against 425,820 lbs. of timothy seed, no clover seed, 887,990 lbs. of other grass seeds and 6,183 bus. of flaxseed shipped in the same week last year. During the month of October receipts of flaxseed aggregated 189,000 bus. compared with 147,000 bus. received in Oct., 1909.



Elevations and Cross Sections of New Seed Handling Plant.—For description see facing page.

Will readers of the Grain Dealers Journal please give me the names of some extensive growers of popcorn?—C. Glenn Bassett, Nashville, Mich.

Mercer, Mo.—Millet crop is good thru this section. Good demand, surplus moving out rapidly, and will soon be all marketed.—A. A. Alley, of Alley-Staff Grain Co.

The average yield per acre of flaxseed in Wisconsin is 12 bus. and the condition 90%. The clover seed crop is estimated at 2 bus. per acre and the condition at 96%.—John M. True, sec'y of the State Board of Agri.

Flaxseed receipts at Milwaukee during October were 21,600 bus.; compared with 118,800 bus. in October, 1909. No shipments of flaxseed were made during the month as against 1,200 bus. shipped in October of last year.—H. A. Plumb, sec'y Chamber of Commerce.

Baltimore received 1,562 bus. of clover seed and 1,781 bus. of timothy during October, and shipped 448 bus. of clover seed and no timothy; compared with 8,365 bus. of clover seed and 5,428 bus. of timothy received and 1,183 bus. of clover seed and 2,232 bus. of timothy shipped in October, 1909.—James B. Hessong, sec'y Baltimore Chamber of Commerce.

Thorvald Amundson, buyer at Rushford, one of our 18 stations in Southern Minnesota, on Oct. 31, had the pleasure of issuing the largest check ever drawn for a single purchase of seed. The grow-

er, M. A. Maland, delivered 27 wagon-loads of timothy seed during the preceding week, receiving therefor \$5,991.60.—S. W. Stephenson of La Crosse Grain Co., Dexter, Minn.

London, Eng.—We have now a speculative inquiry for spring sowing seeds with business passing. The new clover seeds are appearing. New French reds are coming with fine qualities and reasonable prices. Alsikes show fine samples, medium prices. White qualities various, prices higher. Trefoil scarce and high in price. Grasses, both Italian and perennials show fine samples with medium prices.—John Picard & Co.

Toledo received during the week ending Nov. 5, 915 bags of clover seed against 2,370 received during the corresponding week of last year. The total received this season to date amounts to 27,463 bags; against 19,089 last year. Shipments for the week amounted to 674 bags; against 450 a year ago. The total shipped to date this season amounts to 3,900 bags; against 3,220 last year. The receipts for alsike for the week were 360 bags, bringing the total for the season to 6,034 bags, against 5,889 last season.

Cincinnati received during October, 2,015 bags of clover seed, 5,490 bags of timothy seed and 15,190 bags of other grass seeds, compared with 2,339 bags of clover seed, 10,090 bags of timothy seed and 27,018 bags of other grass seeds in October, 1909. Shipments during the

month totaled 3,398 bags of clover seed, 3,895 bags of timothy seed and 12,145 bags of other grass seeds; compared with 3,272 bags of clover seed, 4,554 bags of timothy seed and 10,309 bags of other grass seeds during the corresponding month of last year.—C. B. Murray, sup't Chamber of Commerce.

Owing to the bad weather conditions while the medium red clover was maturing and at harvest time, we will have a large amount of inferior seed, and shippers should be careful in buying because it is likely to sell at even bigger discounts than at present. This will be true if prime seed is in better demand at sowing time next spring. Bulls figure this as their best card, and it looks as if Toledo now held the cream of the crop. They think the bears will have more difficulty in filling their December and March sales as the country was pretty well scoured to secure sufficient good seed to fill all October contracts.—Zahm's Red Letter.

A compilation of the work of seed testing for the year ended Sept. 1, shows the most common impurities in red clover seeds to have been ragweed, ribgrass and curled dock; in alsike seed, catchfly, false flax, Canada thistle and curled dock; and in timothy seed, cinquefoil, chickweed and plantain. The following weeds, which are relatively new to Canada, have been quite generally distributed with alfalfa seed, viz.: rocket (*Eruca sativa*), and two foreign varieties of knapweeds, *Acroptilon*

A New Seed Handling Plant.

As more care is exercised in gathering, curing, cleaning, classifying and packing seed grain it is but natural that grain and seed dealers in different sections of the country should endeavor to provide more and better mechanical facilities for handling their seeds.

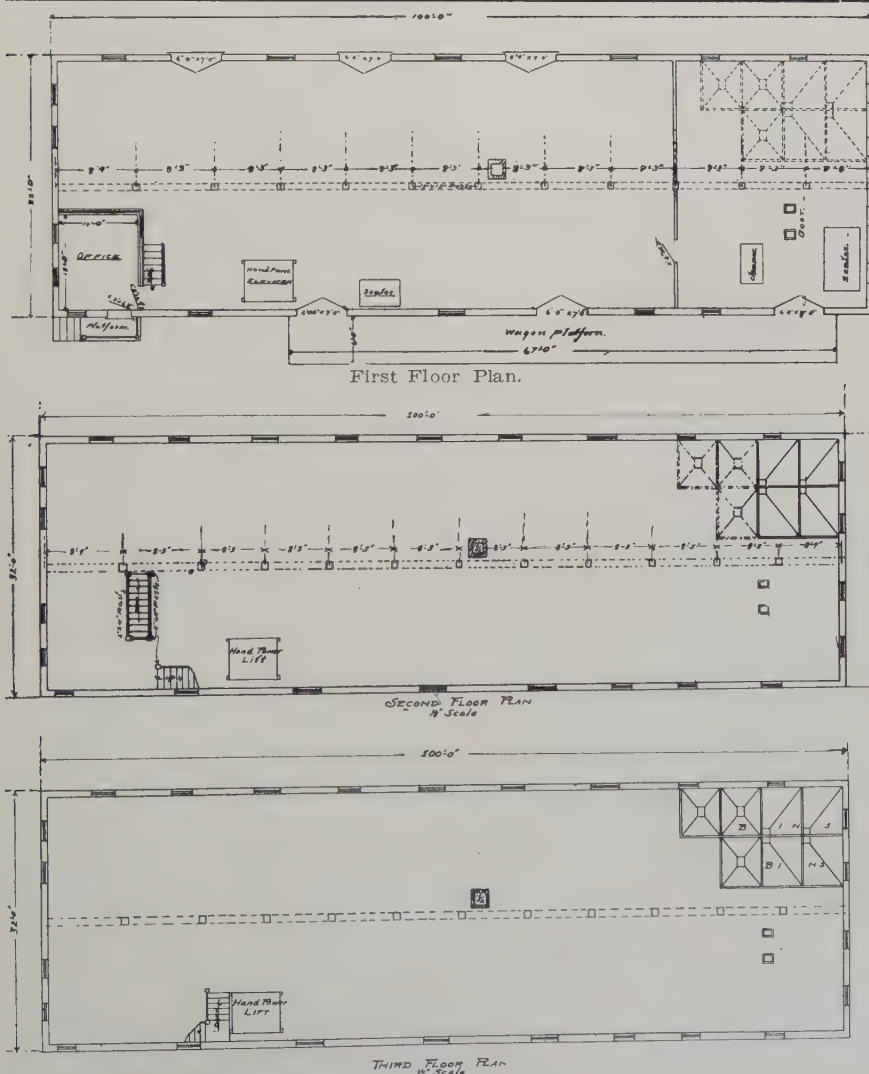
Illustrated herewith is a new seed handling plant just completed for Conger-Ball & Co., at Sac City, Ia. on the C. & N. W. Ry. by the Younglove Construction Company. The building is a frame structure 32x100 feet. As it was erected on filled ground, heavy footings were placed beneath the piers, which are three feet wide and some of them five feet in depth.

The first of the three stories is designed primarily for receiving and handling seed, with the single exception of one corner of the building, reserved for the office. The freight elevator facilitates the handling of seeds from the different floors. On the first floor is a receiving scale, coffee warehouse scale and a No. 39 Clipper Cleaner with air controller. One leg is provided for elevating bulk seeds to bins in upper stories, four of which spout direct to cleaner. Three of the bins are for sacking purposes and so arranged that sacking can be done either on the first or second floors.

On the second floor is another coffee warehouse scale, used principally in sacking. Seeds are received from the farmers' wagons, a platform along one side of the house being provided and after being prepared for market are loaded direct into cars on the opposite side of the house.

Power is supplied by an electric motor, which is connected with a line shaft. Friction clutches are provided so that each different piece of machinery can be thrown in and out.

Every grain dealer ought to read the Journal.—J. H. Meyers, St. Paris, O.



Floor Plans of New Seed Handling Plant.

Picris and *Centaurea solstitialis*. Recent visits into districts where these weeds have been introduced resulted in the information that none of them are likely to become serious pests in Canada. The rocket, which has somewhat the appearance of wild mustard, was found to be quite prevalent in an alfalfa field of three years' standing. It is a biennial.—George H. Clark, Seed Commissioner of Canada.

A SEED TRADE DIFFERENCE.

Grain Dealers Journal: On Aug. 8th, 1910, we bot from the Barteldes Seed Co. of Lawrence, Kan., a carload of alfalfa seed from their purchase sample L.A.M. This purchase sample was not remarkably good, but it contained no dodder, and the dirt and weeds that it did contain we felt sure we could remove by cleaning. The Barteldes Seed Co. drew on us at sight as soon as the car was shipped, and the bank compelled us to pay the draft as soon as it was presented, the deal amounting to a little less than \$6,000.00.

The car reached us on Aug. 23rd, and we immediately opened it and began inspecting preparatory to unloading. The first few bags seemed to be equal to the purchase sample, and we found no dodder in them. After inspecting only a few, however, we found one sack that contained dodder, and we marked it and set it on one side. Very shortly we found another sack, and presently they became so numerous that we went back and inspected the first bags that we had passed as clear. The result was as follows: Out of thirteen bags inspected in one end of the car and in the center, eleven contained dodder; out of about eighteen bags in the other end of the car, fourteen contained dodder.

We knew that we could not remove this dodder by cleaning, as it was a large-seeded species which absolutely cannot be removed by any machinery which has so far been put on the market, and we therefore immediately replaced the few bags which we had removed from the car, sealed the car, and wired Barteldes, stating that the purchase sample contained no dodder, but that very much of the car did have it, and that we could not use the seed.

They wired us that the purchase sample was drawn from every bag in the car, rather a remarkable statement in

view of the amount of dodder that we found, and that they would take it back only under consideration of our paying the freight both ways.

As we had nearly \$6,000.00 tied up in the stuff and no use for it whatever, we felt compelled to get our money out of it in the quickest and best way possible. We therefore wired them that we would return the car freight prepaid, but that final adjustment would be made by correspondence. Later they advised us to ship the car to Chicago, and this we did, prepaying the freight as they had stipulated.

This firm has, since the deal, failed to answer any of our letters in regard to the matter, and probably they are wise to do this, because it does not commit them in any way.

The deal loses us \$200.00, and it was through absolutely no fault of ours that we were given this loss. On the other hand also, we had bot this seed, while at a high price, still at a figure that would have allowed us a good margin of profit.

When compelled to refuse it, we had large orders waiting for this identical seed, and in order to hold our trade at all, we went into the market and bot the only good seed that was available practically in retail lots and at retail prices, allowing us really no margin at all, and if we figured what we were entitled to in the purchase of this seed, that is, the margin which we should have made had the seed been equal to the purchase sample, our loss would run about \$1,000.00.

This seed was inspected by a disinterested man, Mr. John Maddex, assistant cashier of the Farmers Bank of this place. As soon as we found there was to be trouble, we had him come to the car with us. We delivered the purchase sample to him, and in his presence we drew samples from many bags all over the car. He sealed the original purchase sample and also the samples drawn from the car, and sent them by registered letter to the Bureau of Plant Industry at Washington. We give the analyses of the two lots of seed, the purchase sample and the car, as they were tested out at Washington.

PURCHASE SAMPLE: Test No. 140395. Sender's Mark, "Lam" Ex. A. Per Cent of Pure Seed, 98.56; Per Cent of Inert Matter, 0.84; Per Cent of Foreign Matter. *Weed Seeds:* Lamb Quar-

ters, 1,804; Russian Thistle, 656; Green Foxtail, 656. Total, 3,116.

SAMPLE FROM CAR: Test No. 140396. Sender's Mark, Ex. B. Alfalfa-A-T & S F car-185 bx. Per Cent of Pure Seed, 98.53; Per Cent of Inert Mat., 1.01; Per Cent of Foreign Mat., 0.46. *Weed Seeds:* Green Foxtail, 900; Fremon's goosefoot, 540; Dodder, 360; Russian thistle, 270. Total 2070.—Sincerely, The Wing Seed Co., Mechanicsburg, O.

Government Crop Report.

Washington, D. C., Nov. 9.—The U. S. Dept. of Agri. reports the yield of corn as follows:

Corn—	Yield per acre.		Total.	
	1910.	1909.	*1910.	*1909.
	Bus.	Bus.	Bus.	Bus.
Ill.	39.0	35.9	413,751	369,770
Ia.	36.3	31.5	343,979	289,800
Tex.	20.2	15.0	180,093	122,250
Kan.	19.0	19.9	169,328	154,225
Mo.	32.8	26.4	270,994	213,840
Neb.	25.8	24.8	207,948	194,060
Okla.	16.0	17.0	92,359	101,150
Ind.	39.5	40.0	201,845	196,520
Ga.	14.3	13.9	64,808
Ohio	36.4	39.5	141,853	153,062
Tenn.	25.9	22.0	96,296	78,650
Ky.	28.6	29.0	104,075	103,472
Ala.	18.0	13.5	63,432	43,646
Miss.	20.5	14.5	66,256	40,745
N. C.	18.8	16.8	57,774	48,686
Ark.	24.0	18.0	69,216	50,400
La.	23.6	23.0	58,335	51,198
S. C.	18.5	16.7	44,733	37,041
S. D.	26.0	31.7	56,215	65,270
Va.	25.5	23.2	51,621	47,328
Mich.	32.4	35.4	65,318	69,950
Minn.	32.7	34.8	56,375	58,812
Pa.	41.0	32.0	65,026	48,800
Wis.	32.5	33.0	50,330	50,589
Flaxseed—				
N. Dak.	3.6	9.3	6,498	14,229
S. Dak.	3.5	9.4	3,800
Minn.	8.0	10.0	3,776	4,500

*Three ciphers omitted.

Crop.	Yield per acre.		Total.	
	1910.	1909.	*1910.	*1909.
Corn	27.4	25.5	3,121,381	2,772,370
Buckwheat	20.9	20.9	17,084	17,438
Flaxseed	4.9	9.4	15,050	25,856

*Three ciphers omitted.

Quality (1910)—Corn, 87.2; buckwheat, 92.0; potatoes, 88.5; flaxseed, 84.8; tobacco, 85.2.

Percentage of 1909 corn crop on farms Nov. 1, 1910, is estimated at 4.3 (119,056,000 bus.), against 3.0 per cent (79,779,000 bus.) of the 1908 crop on farms Nov. 1, 1909, and 3.8 per cent the average of similar estimates of the past ten years.

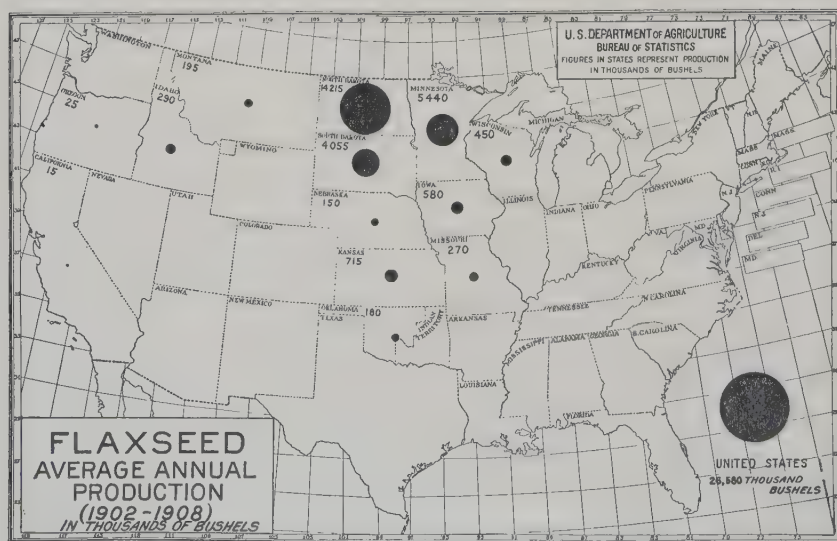
The average weight per measured bushel of this year's wheat crop, is 58.5 pounds, against 57.9 pounds in 1909 and 57.6 the ten-year average.

The average weight per measured bushel of this year's oats crop is 32.7 pounds, against 32.7 pounds in 1909 and 31.1 the ten-year average.

The average weight per measured bushel of this year's barley crop is 46.9 pounds.

In connection with the American Exposition of Brewing Machinery, Materials and Products to take place in Chicago from Oct. 12 to 22, 1911, there will be held an international competitive prize exhibit of barley and hops; exhibits of agricultural experiment stations demonstrating results in the cultivation of pedigree barleys or in improvements in the brewing qualities of barleys and hops, and educational exhibits comprising collective exhibits of barley and hops, for countries, states or sections.

The Russian Douma is considering the construction of a great grain harbor at Odessa, which will cost nearly \$8,000,000 and which will be able to handle 11,000 tons of grain per day. Berths for 21 steamers over 420 ft. in length will be provided. The elevators will be served by a system of high and low level railway lines, and will be equipped with the most up-to-date grain-handling machinery. It is estimated that the proposed improvements would reduce the cost of loading from \$1.52 to 60c. per ton.



Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Sup. 4 to ICC E981 gives Can. Pac. rates on corn from Detroit, Mich., to Can. Pac. stations; Nov. 20.

Rules governing milling grain in transit at Knoxville, Tenn., are given by the Sou. Ry. in Sup. 2 to ICC A3182; in effect Nov. 20.

The Lake Shore shows rates on grain and products from its station to C. F. A. points and Wis. in Sup. 8 to ICC A2481; in effect Dec. 1.

Rates on grain and products between Santa Fe points and connections are given by that road in Sup. 33 to ICC 4067; effective Nov. 30.

The C., B. & Q. in Sup. 4 to ICC 9424 shows the rate on grain and products from Minn. and Wis. points to C. F. A. points; in effect Nov. 28.

Ind. Sou. rates on grain and products are given in Sup. 2 to ICC A380 from Ind. Sou. stations to eastern, interior and Canadian points; effective Dec. 3.

Sup. 4 to ICC A4160 gives the rates charged by the Erie on grain and products from Erie and Chicago & Erie points to C. F. A. points; in effect Nov. 25.

The Vandalia, in Sup. 1 to ICC 2514, gives the rates on grain products from Paris, Ill., to Chicago, Ill., 7c; Danville, Ill., 5c.; Milwaukee, Wis., 9c.; effective Nov. 14.

The M. & St. L. in Sup. 3 to ICC 19 gives the rates on wheat, corn, oats, rye and barley from stations and connections to Kansas City, Mo., or rate points; effective Nov. 17.

Rates on grain and products from Pa. Co. stations and connections to C. F. A. points are given by the Pa. Co. in Sup. 3 to ICC F249; effective, state Nov. 1; interstate Nov. 15.

Mich. Cent. in Sup. 4 to ICC 3779, makes rates on grain and products from Mich. Cent. stations and connections to Eastern U. S. and Canadian basing points; effective Oct. 24.

The Soo Line has issued Sup. 2 to ICC 2626, which gives the rates becoming effective Nov. 25 on barley, corn, oats, rye, speltz and wheat from Minn. points to eastern points; Nov. 25.

B. & O., in Sup. 3 to ICC 8958 gives the rate on grain and grain products from Chicago and So. Chicago, Ill., and Whiting and Indiana Harbor, Ind., to C. F. A. points; effective Nov. 15.

Rates are published by the St. L. & S. F. in ICC 6073 upon grain, grain products, seeds and broomcorn between points in Ark., Kan., Mo. and Okla. and northern, western and southern points; in effect Oct. 15.

Sup. 6 to ICC as issued by the Pere Marquette gives the charges on grain and grain products from Pere Marquette stations and connections to eastern, New England, Virginian and Canadian points; effective Nov. 20.

The C. Gt. W. on Nov. 9 put into effect its local basis of minimum weights on grain from points in Illinois to eastern trunk line territory. This has the effect of establishing up to Chicago one basis of minimum weight, regardless of destination, and it will no longer be proper to apply to the proportion west of Chicago the official classification basis of minimum weights.

Sup. 8 to ICC 4146 issued by the Nor. Pac. gives the rate on grain, flour, mill feed, flaxseed, millet seed and articles taking the same rates between stations in Minn. and Wis. and stations in Minn. and N. D.; effective Nov. 14.

Sup. 13 to ICC 1902 as issued by the Wabash gives the rates on grain and products from Missouri River points; also from St. Joseph, Mo., and Elwood, Kan., to stations in Ill., Ind., Ia., Minn., Mo. and Wis.; in effect Nov. 15.

Rates are published by the Ill. Cent. in Sup. 1 to ICC A7925, on barley, corn, oats, rye, wheat and screenings from Peoria and Pekin, Ill. (when originating beyond) to East St. Louis, Ill. (destined beyond), 3c; in effect Dec. 1.

Sup. 17 to ICC A2367, issued by the Gt. Nor. gives the rates on corn, oats and feed from Sioux City, Ia., Yankton, S. D., and intermediate points; also stations in Neb. to stations in Minn., N. D., S. D. and Wis.; effective Nov. 25.

The Rock Island in Sup. 11 to ICC C8851 gives the charges for carrying grain and products and seeds between stations in Ill., Ia. and Minn. and stations in Ill., Ia., Minn., S. D. and Mo., including Missouri River points; Nov. 30.

The Grand Trunk in ICC 1528 gives rates on grain in bulk, ex-lake, from Ont. and Mich. points to Portland, Me., applicable on traffic consigned thru to British and foreign countries, except Newfoundland and St. Pierre Miquelon; in effect Nov. 1.

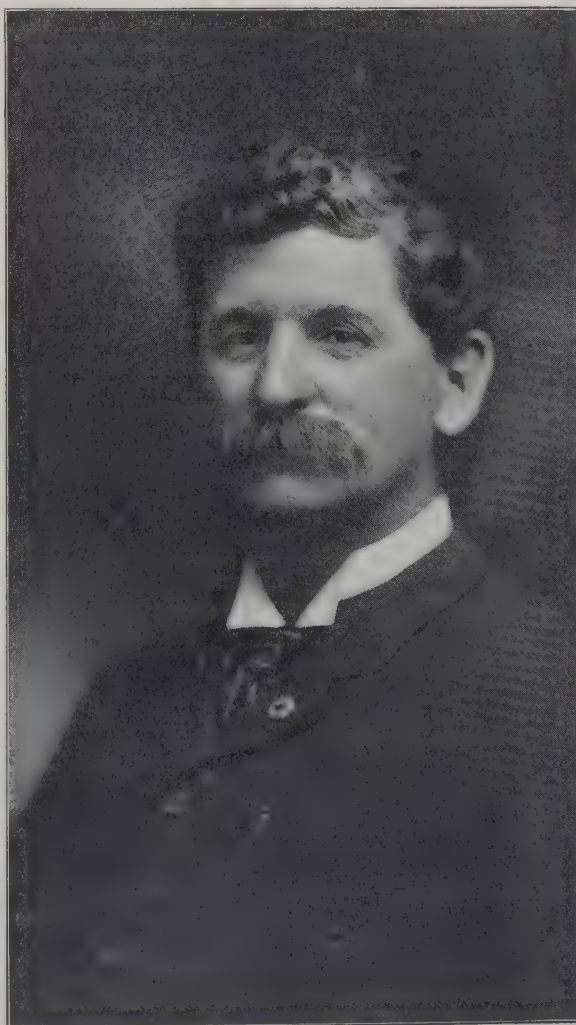
C. Gt. W. in Sup. 4 to ICC 4679 gives rates on flaxseed, grain and grain products between Duluth, Minn., and rate points and C. Gt. W. stations in Ia. and Minn.; effective Nov. 26.

Rates are given by the S. W. Trf. Com. in ICC 777 on grain, grain products, seeds, hay and straw, from stations in Ark., Colo., Ida., Ill., Kan., Ky., La., Minn., Mo., Neb., N. M., N. D., S. D., Tenn., Wis. and Wyo. to Tex. points; in effect Nov. 26.

Sup. 3 to ICC 8959 gives the B. & O. rates on grain and products from Chicago and So. Chicago, Ill., and Whiting and Indiana Harbor, Ind., to Philadelphia, Baltimore, Washington, Pittsburg, New York, Boston, Buffalo, Wheeling, W. Va., and other eastern cities; in effect Nov. 15.

C. B. Riley Will Represent the G. D. N. A.

C. B. Riley, who for a number of years was engaged in the grain business at Rushville, Ind., and served the Indiana Grain Dealers Assn. as Secretary five years, until elected Secretary of the Indiana Railroad Commission, has been appointed special traveling representative of the Grain Dealers National Assn. He will work to increase the membership and extend the influence and work of the organization. Those familiar with the tact, energy and force of Mr. Riley know that he will be a powerful factor in promoting the interests of the trade and the Assn. which he represents.



C. B. Riley, Rushville, Ind., Special Traveling Representative of G. D. N. A.

Grain Trade News

ARIZONA.

Phoenix, Ariz.—The Arizona Alfalfa Mfg. Co. has put into operation its new alfalfa meal and mixed feed plant after three months' work; capacity, 100 tons daily. The company makes a molasses-alfalfa mixed feed and four other kinds, alfalfa cut meal, a dairy food, poultry food and straight feed. Electric motors aggregating 125 h.p. have been installed.

ARKANSAS.

Little Rock, Ark.—A new firm of wholesale dealers in grain, hay, flour and cotton seed products is operating under the name of W. C. Nothern.

Pine Bluff, Ark.—The Marsh Commission Co. has purchased from the W. B. Wortham Co. the plant that formerly belonged to the T. H. Bunch Co. for \$22,500, and is planning to spend about \$20,000 more in improvements. After that it will do a general grain eltr. and mill business, selling to carload buyers and jobbers only, under the name of the Marco Mills. Plans call for another story to be added to the present two-story building. The nine-story grain eltr. will be completely remodeled and new machinery installed. A new power plant will furnish electricity to each machine by direct connection. The office also will be remodeled and new fixtures installed. Construction work was started Oct. 28, and Pres. Marsh expects the Marco Mills to be ready for operation Jan. 1. The eltr. has a capacity of 60,000 bus.; the mills, 8,000 to 10,000 sacks of corn chops and 800 bbls. of meal per day. The plant was built in 1890 by the Pine Bluff Mill & Eltr. Co. and was purchased some years ago by T. H. Bunch, who operated it under the name of the T. H. Bunch Co. until that firm went into receivers' hands last year. The Marsh Co. was established here in 1883 under the firm name of Marsh & Atkinson, succeeded in 1899 by Marsh & Riley. In 1907 the Marsh Commission Co. was launched. Elmo Marsh is pres.; J. H. Campbell, sec'y-treas.

CANADA.

Orono, Ont.—A. W. Carveth will build an eltr.

Vancouver, B. C.—The Ogilvie Flour Mills Co. is having an eltr. erected.

Aliceville, Alta.—The Aliceville Grain & Mfg. Co. chartered; capital stock, \$2,540.

Pipestone, Man.—The Pipestone Eltr. & Mfg. Co., Ltd., has sold to the Manitoba government.

Fort Saskatchewan, Alta.—John Gillespie has bot the eltr. of the Sunny Belt Grain & Eltr. Co., Ltd.

Moose Jaw, Sask.—Within a few months the eltr. capacity of this point will be increased to 4,000,000 bus.

Sedgwick, Alta.—The Cummings Grain Co. will build a 30,000-bu. eltr. replacing the Imperial Eltr. that burned last year.

Indian Head, Sask.—J. C. Dunlop, grain buyer for the Ogilvie Mfg. Co., has been appointed inspector of eltrs. for that company.

Calgary, Alta.—Schmidt & Metcalfe have engaged in the grain business.

Outlook, Sask.—The Outlook Flour Milling Co. is building an eltr. and a warehouse. When completed this town will then have five eltrs.

Winnipeg, Man.—Alex. Cavanagh, formerly mgr. at Toronto for the Continental Grain Co., has come here to take charge of the company's head office.

Vancouver, B. C.—The Calgary Grain & Supply Co., Ltd., has been authorized to do business in the province of British Columbia and to operate eltrs. Its office in this city is in charge of C. B. McAlister.

Fort William, Ont.—About 2,000,000 bus. of wheat shipped out Oct. 25 made that the busiest day of the year at this port and one of the busiest in the history of grain shipments from the Head of the Lakes.

Goderich, Ont.—A representative of Chicago and Duluth interests has been here to arrange for the erection of a very large eltr. The Board of Trade is seeking a site and will endeavor to obtain a fixed taxation for the eltr.

Brandon, Man.—N. S. McMillan, formerly of this place, has announced that he will spend \$250,000 in establishing the flax-growing industry in this locality including the erection of a linen mill here and a linseed mill in Winnipeg. He is backed by a syndicate of English capitalists.

Winnipeg, Man.—The Manitoba Grain Growers Ass'n has issued a call to each of the 200 local ass'ns in the province to appoint one or more delegates to go to Ottawa for the conference on the tariff to be held there Dec. 16. About 600 of the grain growers from all parts of the Dominion are expected to attend.

Ft. William, Ont.—One of the tile loading bins of the Consolidated Eltr. was badly damaged and a hole broken in its water side about 18x27 ft. At the time, wheat was being loaded into the steamship Doric and about 5,000 bus. ran out on the deck and dock, most of which was saved. The accident is supposed to have been caused by the breaking loose of the hopper bottom of the shipping bin from its anchorage in the outside wall.

Winnipeg, Man.—At the recent meeting of the Grain Standards Board, the following resolution was adopted by a vote of 17 to 2: "This board desires to draw the attention of the federal government to the advisability of acquiring and operating the terminal eltrs. at Fort William and Port Arthur, and elsewhere in Canada, including the eastern transfer eltrs., with a view to ensure and maintain the admitted high standing of our grain in all markets, and as inspected at Winnipeg." The board also adopted resolutions of regret at the resignation of David Horn, chief grain inspector for Canada, observing that he "has been identified with the inspection system of Western Canada practically since its commencement; and during many years has been chief inspector, so that the system and its administration, is largely the result of his work."

Winnipeg, Man.—At the meetings of the Western Grain Standards Board in this city Oct. 13 and 14, the commercial grades of Nos. 4, 5 and 6 wheat, feed wheat and feed barley were established and samples made that will govern grain inspectors in grading damaged grain. Samples of these standards will be sent to the leading exchanges and officials interested in grain grading. Under the provisions of the inspection act the board authorized the members resident in Winnipeg, if occasion should require it, to choose any additional commercial standard samples in order to meet climatic conditions following the present time. The following members of the board were in attendance: K. Campbell, John McQueen, Brandon; James Riddell, Rosebank, Man.; C. Johnson, Baldur; D. W. McCuaig, Portage la Prairie; W. F. Sirett, Minnedosa; W. R. Motherwell, Regina; Geo. McCulloch, Souris; C. B. Watts and M. Loughlin, Toronto; Senator F. M. Young, Killarney; Peter Ferguson, Tate, Sask.; J. W. Scallion, Viraden; G. R. Crowe, W. A. Black, S. A. McGaw, A. R. Hargraft, S. Spink, Winnipeg; Chief Inspector Horn, Winnipeg; Inspector F. E. Gibbs, Fort William; Warehouse Commissioner C. C. Castle; and C. N. Bell, sec'y.

COLORADO.

Denver, Colo.—J. D. Best & Co. are installing a New Process No. 66 cleaner, made by the Fosston Mfg. Co.

Golden, Colo.—The large barley cleaning and grading plant owned by Adolph Coors has lately been put into operation. It was designed by the S. Howes Co. Seventeen machines have been installed. The grain is separated and graded into two malting grades.

ILLINOIS.

Princeton, Ill.—C. J. Omen on C. O. & P. R. R. (interurban) is a scooper.

Secor, Ill.—N. N. Hettinger is building a coal shed with a cement floor and will handle coal.

Rochester, Ill.—Twist Bros. will equip their new eltr. with two Hall Signaling Grain Distributors.

Granville, Ill.—The new eltr. has been completed for Harry Surface by the Burrell Eng. & Const. Co.

Bardolph, Ill.—Jack Turner of Bushnell has succeeded Conwell Smick as mgr. of the eltr. of Geo. W. Cole.

Tucker sta., Bourbonnais p. o., Ill.—Stockholders of the Tucker Grain & Coal Co. have decided to quit the business.

Cairo, Ill.—N. B. Thistlewood, the grain dealer, is one of the few Republican candidates to win at the 1910 fall elections.

Cornell, Ill.—The Farmers' Eltr. Co. is dismantling its house preparatory to the erection of its new eltr., for which it has let the contract.

Heyworth, Ill.—I have bot an interest in the Livingston Grain Co. and will buy here and manage its other stations from this place.—Wm. Zierfuss.

Gerlaw, Ill.—I am no longer a grain dealer. I have been succeeded by Ed Metzger who will remodel the eltr. and install a 10-h.p. gasoline engine.—R. B. McReynolds.

I have recently attended several meetings of grain dealers at Decatur, Danville, Tuscola and Terre Haute.—S. W. Strong, sec'y Ill. Grain Dealers' Ass'n.

Bloomington, Ill.—The 18th annual meeting of the Ill. Grain Dealers' Ass'n, which will be held here June 13 and 14, promises to be attended by more shippers than any of its predecessors.

Armington, Ill.—The Burt & Richmond Grain Co. incorporated to deal in grain, coal, implements and building materials; capital stock, \$11,000; incorporators, George S. Hunter, C. C. Reardon and G. H. Jeckel.

Lockport, Ill.—The Northern Ill. Cereal Co., that bot and remodeled the corn and oat mill of Norton & Co., is considering the purchase of the balance of the Norton property and the enlargement of the plants.

Pekin, Ill.—We intend to build a new eltr. of 125,000 bus. capacity. We now have a tank capacity of 200,000 bus. The contract is let for the building and a portion of the machinery to the O. P. Hiatt Co.—Turner-Hudnut Co.

Morton, Ill.—J. S. McDonald of Peoria has purchased our grain business and eltrs. here and at Crandall sta., Morton p. o., Ill. Possession was given Nov. 1.—Moschel, Dodds & Co., successors to Roberts, Moschel & Mosiman.

Easton, Ill.—The Easton Farmers' Grain Co. has suspended business until its affairs can be adjusted. The 140 stockholders are facing an estimated shortage of \$18,000. The company has been in business several years here and at Biggs.

Urbana, Ill.—Watts & Mullin have purchased the eltr. here from A. L. Coan of Quincy, who obtained it last summer in a trade with Samuel W. Love. The new owners will put it in first-class condition to handle the corn crop.

Hillsboro, Ill.—The Farmers Eltr. Co.'s new 25,000-bu. eltr., being erected here by the Burrell Engineering & Cons. Co., will be completed by Dec. 1. A large hay barn 20x60 ft., of galvanized iron, is being erected 60 ft. away.

Minonk, Ill.—The newly organized Farmers' Grain & Eltr. Co. has bot the eltr. of O. M. Davidson on the Santa Fe for \$8,500. A site on the Ill. Cent. was refused it. Possession given Nov. 10. James Hattan is pres.; Michael Barth, Jr., treas.; John Von Nordheim, sec'y.

Wataga, Ill.—Farmers are organizing an eltr. company. They have elected E. P. Robison, E. P. Williamson, H. J. Kunkle, Michael Shea and E. W. Goldsmith directors; and S. B. Nelson, sec'y. At a recent meeting they voted to have the capital stock, \$3,500, fully subscribed.

Warner, Ill.—The eltr. almost full of grain to be shipped and a new corn crib belonging to J. F. Turner of Cambridge, burned in the morning of Oct. 26; loss total, \$3,500, some insurance. The eltr. burst into flame without warning. It was quickly consumed. Fire supposed to have been started by sparks from a south-bound locomotive of Burlington train.

Secor, Ill.—I have bot the eltr. known locally as the West End Eltr., the old Felter property. I intend to put it in first-class condition. I will install a new automatic scale and loading spout and remodel the wagon scale, also tear out the old plank and put in a dirt driveway. I want to put in a 3-roller mill and bolter as soon as I can. My old eltr. that burned last July formerly belonged to J. E. Hawthorne.—N. N. Hettinger.

Princeton, Ill.—J. H. Dole & Co. do not and never have operated any country or terminal eltrs., but act exclusively as receivers and commission merchants. A paragraph in this column Oct. 25, implied that one of the eltrs. here was operated by them, when in fact this house, tho owned by them, for years has been rented to the local grain shipper, J. M. Ennes, who operates it on his own account, with Karr & Fishel in charge as successors to Lucian Bass, his former agent.

Triumph, Ill.—The case of E. C. Wicks of Mendota against Cyrus D. Wheeler, formerly in the grain business here before he was succeeded by the Triumph Grain & Supply Co., that was decided in favor of Mr. Wicks in the lower court has again been decided for him in the appellate court, to which it was appealed by Mr. Wheeler. Mr. Wicks had a tenant, George Sampson, on his farm, who contracted 2,000 bus. of corn to Mr. Wheeler at 51c per bu. He delivered 780 bus. and then sold the balance to some one else and disappeared. Mr. Wicks brot suit against Mr. Wheeler to collect \$330 of unpaid rent.

Fisher, Ill.—Creditors of Clifford M. Ricketts recently became apprehensive about conditions at the eltr. and started an investigation which verified their suspicions. A. G. Sill was appointed custodian of the eltr. Frank L. Warner of Chenoa, who formerly owned the eltr., holds a mortgage on it. Mr. Ricketts' liabilities were reported at about \$50,000 with practically no assets; grain had been received for storage amounting to that much. Only weight slips had been given and storage entries made in the books. As nothing like that amount of grain is in the eltr., it is supposed he sold it. About 50,000 bus. of oats alone were reported to have been so disposed of. T. Rhoderick, one of the heaviest losers, is reported to have had 4,100 bus. of grain in the company's care at the time it was shipped away. In addition to the grain losses a coal company is minus four cars of coal that Ricketts bot on time and sold for cash, handling that amount in about a month. His final failure is credited to his losses on the Board of Trade, Oct. 13.

The agreement between the Ill. G. D. A. and certain railroads in Illinois in relation to collection of claims, contains the following stipulations: No claim will be filed for shortage where the amount of loss does not exceed \$3 per car. Where there is no exception against the condition of the car, no leakage shown, the seals intact, an allowance will be made for so-called scale variation, or natural shrinkage, of 1% on corn and of 1% on other grain, but no claim will be made for \$3 or less as provided in No. 1. Where there is an exception to the condition of the car, that is that it is shown to be leaking, seals tampered with, or having been repaired by the railroad company in transit, no allowance whatever will be made for so-called scale variation or natural shrinkage. It is understood that a report will be made by the railroad company on each claim within 90 days of the date of presentation. Each claim when presented will be accompanied with proper papers, including affidavit of shipper as to condition of scales, weight, etc., (as per form now in use by the Ill. Grain Dealers' Ass'n.) The claim will also be accompanied by the B/L and freight bill or their absence explained. Pres. G. D. Montelius and myself, representing the Ill. G. D. A., were present

at the meeting when this agreement was made and the following representatives of R. R. companies: H. C. Howe, FCA, C. & N. W.; C. H. Newton, FCA, Wash.; J. S. Tustin, FCA, Mo. Pac.; J. W. Newell, AFA, C. B. & Q.; H. P. Elliott, FCA, C. M. & St. P.; J. H. Howard, FCA, C. Gt. W.; H. B. Best, FCA, C. & A.; F. W. Main, AFCA, C. R. I. & P.; R. Kirkland, FCA, I. C.—S. W. Strong, sec'y Ill. Grain Dealers' Ass'n.

LeRoy, Ill.—Clark Bros. have bot the eltr. and buildings from Simon Crumbaugh for \$20,000 with immediate possession. They operate under the name of the Clark Grain & Eltr. Co. They have moved here from Argenta, Ill., where they sold out a few weeks ago to the recently organized Argenta Grain Co. Mr. Crumbaugh has been in the grain business at this place for the last 15 years and retires to look after his other interests.

Pekin, Ill.—The city council has offered a reward of \$500 for information that will lead to the conviction of the person or persons who started the fire that destroyed the Herget malthouse and the eltr. of the Turner-Hudnut Co. before daylight in the morning of Oct. 23. The Turner-Hudnut Co. offers \$250 and the Smith-Hippen Co. \$100. The incendiary is believed to have used coal oil at the malthouse, a one-story brick building, 50x80 ft., that had been operated to full capacity. Firemen were called there at 11:30 at night, Oct. 22, and found the flames had made such headway they could do nothing. Two hours later they were called to the Turner-Hudnut eltr., where it appeared the fire had originated in the first story and followed the shafting to the upper stories. Within an hour the six-story building collapsed. Its loss is complete including the engine room. One of the large steel tanks, the first in a row of five, is badly warped and the wheat it contained is probably seriously damaged, but to what extent will not be known until the insurance adjusters permit it to be opened. It was sealed the morning of the fire. When the officers inspected the locality after the fire they realized that an attempt had been made to burn the Smith-Hippen eltr. about a block away from that destroyed. Waste saturated with oil had been taken from the boxing of nearby freight cars and pushed thru a small aperture leading to the basement of the eltr., but it fell on a cement floor and did no damage. Firemen also discovered rolled waste saturated with coal oil about the Smith-Hippen eltr., to which a match had been applied, but the incendiary had defeated his own purpose by rolling the waste so tight it did not carry theblaze. The ruins are pictured on page 664 of this number.

CHICAGO NOTES.

Eight cars of new corn were received Nov. 4, some of which graded No. 4.

CHICAGO CALLERS: J. W. Thornton, Gardner, Ill.; A. Schwiesow, Monee, Ill.

Three of the railroads belonging to the Chicago Demurrage Buro have given notice that they will soon withdraw from the ass'n.

Three men were injured, one seriously, Oct. 8, by the fall of a scaffold, 35 ft., in the plant of the Northwestern Malt Co., at N. 46th & Courtland Sts.

The words "cool and sweet" have been eliminated from the terms of sale of corn on the cash grain call. They were incorporated in the call to meet a temporary condition.—W. N. Eckhardt, chairman.

Van Ness & Co. have moved from the Traders' to the Board of Trade bldg.

E. M. Samuel & Co. incorporated to do a general commission and brokerage business; capital stock, \$25,000; incorporators, E. M. Samuel, Mark Mason and E. R. Lillard.

Jasper Thistle Robertson, many years office mgr. for Logan & Bryan, died Nov. 2, aged 61, survived by a widow and nine children. He was born in Scotland and came to this country 18 years ago.

The moisture testing department of the Chicago Board of Trade grain sampling department, has imported twelve thermometers from Germany and sent them to Washington to be tested as to accuracy. The department proposes to make sure that its moisture tests are right.

Chicago received during October 1, 853,500 bus. of wheat, 8,364,700 bus. of corn, 7,705,700 of oats, 101,500 of rye and 2,518,000 bus. of barley; compared with 3,601,900 bus. of wheat, 7,075,650 of corn, 8,519,175 of oats, 198,350 of rye and 3,966,956 bus. of barley received in October last year.

The roof of Rosenbaum Bros. new concrete tank at 87th and Stewart Av., fell in last week as the direct result of improper construction. The entire roof was being supported by two 15-inch I beams 14 feet apart. The load was so heavy the entire roof fell in with a crash, killing one man and badly injuring three others.

Our timothy hay market here remains firm on all good grades. Buyers are taking hold of the goods very freely, and we expect conditions to remain fully as good and perhaps do a little better, as shipments from the country are light. Some real poor hay is coming to our market, which does not sell very well.—W. R. Mumford & Co.

Willis F. Counselman left the county jail Oct. 29, having served a 90 days' sentence for fraud in obtaining a divorce, afterwards annulled, from his insane wife. He is considering returning to his old business on the Board of Trade, but will go away for his health for a time as he contracted rheumatism while in jail. He said: "The disgrace of this imprisonment has been heavy upon me, but I tried to take my medicine cheerfully."

Membership in the Chicago Board of Trade has been applied for by Francis M. O'Donnell, Edward P. Bassford, Jr., Byron J. Carnes, David T. Hammond, James G. Sullivan and William Aloysius Draddy. Transfer of membership has been applied for by Herman O. Matile, John J. La Due, Frank T. Blakemore, Robert Bebb, John N. Allen, Martin Stephenson, Lawrence S. Laumann, Walter B. Atkins and the estate of George W. Patten. The directors recently admitted Harry F. Louchheim to membership. A membership sold recently for \$2,900 net to the buyer.

Good fellowship and closer social relations between active traders on 'change is the object of a banquet in the evening of Nov. 19, that is being arranged by W. S. Brainerd and A. V. Booth, who were instrumental in the organization of the Board of Trade Bohemian Club some years ago. As the seating capacity of the restaurant is 140 the lists will be closed when that number is reached; cost, including everything, \$1.50 per plate. Walter Fitch will act as toastmaster. The question of holding a similar banquet every month during the coming season will be decided.

Strict observance of the letter and spirit of the new rule permitting trading in indemnities is enjoined upon members of the Board of Trade by the violation of rules committee in a ruling published on page —.

The Board of Trade Indoor Baseball League opened the season Nov. 5, with an exhibition game played upon the floor of the Board. The league is composed of teams representing the following firms: Armour, Bartlett-Frazier, Chapin, Peavey, Barrell, Rosenbaum Bros., Wagner and Lamson Bros. The regular games are played at Battery D on the north side and at Arlington hall on the south side. Last year the Bartlett-Frazier team was the winner of the race, Armour second, and Chapin third. Each team will play 16 games, the games for the next 2 weeks being as follows: Nov. 14, Armour vs. Chapin; Nov. 15, Bartlett, Frazier vs. Finley Barrell; Nov. 16, Wagner vs. Lamson Bros.; Nov. 17, Peavey vs. Rosenbaum; Nov. 21, Bartlett, Frazier vs. Chapin; Nov. 22, Armour vs. Finley Barrell; Nov. 23, Lamson vs. Peavey. Robert H. Livingstone is president of the league.

James A. Patten gave the Evanston Y. M. C. A. \$25,000, Nov. 4, on condition that it raise an additional \$75,000 within the next 10 days. At the meeting at which he made the donation he explained "I believe a man should give away a good share of his wealth while he is living. He cannot take a dollar out of the world with him, altho I know some who seem to believe they can. Personally, I mean to get rid of the most of my fortune. I hope to help many charitable institutions before I die. I doubt the advisability of leaving any great sum to one's children. Many lives have been ruined by large bequests. Children of a rich man are better off if they are required to hustle for themselves, instead of having nothing on their minds save the spending of their father's millions." Mr. Patten has also given \$200,000 to the medical school of Northwestern University, of which he is a trustee, to make Chicago a noted center of research into tuberculosis and other diseases.

Private wire houses are endeavoring to advance rates to \$10 to outsiders on each 5,000-bu. lot instead of \$6.25 as at present. The rate to members of the Board of Trade would be \$5 on the same basis, but some commission men do not favor advancing the rate to members who do their own business. As so much opposition has developed in the matter of commissions on cash grain transactions it is probable no changes will be proposed in that direction. The director of the Board of Trade in charge of the matter has been at work on the plan for several months. Of about 40 commission men, representing nearly every large house in the trade, at a dinner in the evening of Nov. 2, practically all favored the movement and signed a petition asking the directors to put the matter to a vote of the Board of Trade. Some years ago, after a struggle, the members voted to double commission rates. The result was unsatisfactory as business became dull and, after a few months' trial, the commissions were changed back to the old rate.

INDIANA.

Monroeville, Ind.—We have installed a new corn cleaner in our eltr. here, purchased from Philip Smith Mfg. Co.—George Niezer of Niezer & Co.

Edwardsport, Ind.—DeMoss & Boyer built a new eltr. here this season.—Chas. A. Phillippe, Bicknell, Ind.

Ossian, Ind.—We have succeeded C. F. Davison in the grain business at this place.—Burnett & Simbrooke.

Otterbein, Ind.—W. W. Evans of Fowler, Ind., has purchased the eltr. at this station from the Harrington Grain Co. for \$3,500. The deal was made thru J. D. Chancellor.

Gessie, Ind.—I have bot back the eltr. I sold three years ago to A. K. Peterson, and have taken possession; but I may dispose of it after the corn rush is over.—David Metzger.

Kendallville, Ind.—J. Keller & Co. and Campbell & Co.'s eltrs. have just been completed and are now in operation. The Burrell Engineering & Construction Co. had the contracts.

Ft. Wayne, Ind.—The banquet of the Northeastern Indiana Hay & Grain Producers Ass'n, planned for Nov. 1, was postponed to the evening of Nov. 3 and given at the Commercial Club rooms.

Losantville, Ind.—H. Dickey, who owns a half interest in the grain business of Teegarden, Skinner & Dickey, has taken over its active management, and also conducts an implement business independently.—J. F. Seagrave.

Indianapolis, Ind.—We have closed out our business in Indianapolis. Mr. Files goes to Evansville as vice pres. of the W. H. Small Co. Mr. Greathouse has not yet decided what he will do.—Files-Greathouse Grain Co.

A few grain men from the western part of Indiana met recently in the office of L. T. Hutchins, Sheldon, Ill., and organized a local for their district. They elected R. M. Wilkinson of Wolcott, Ind., pres.; and O. G. Smith, sec'y.—M. T. Dillen, sec'y Indiana Grain Dealers Ass'n.

A number of Indiana dealers have received complaints from farmers whose wheat is testing poorly, against the use of the small tester to determine the weight per bushel. The Indiana law on the use of the tester was published in the Grain Dealers Journal for Oct. 25, page 562.

Beesons sta., Milton p. o., Ind.—The Beesons Station Grain Co. incorporated by John R. Stafford, pres., and Lumsford L. Broadbudd of Connersville, and Samuel I. Harlan of Charlottesville, sec'y-treas.; to deal in grain and general merchandise, but chiefly in grain; capital stock, \$10,000.—J. R. S.

Shadeland, Ind.—The eltr. of the Matt Schnaible Grain Co., that operated here under the name of the Shadeland Grain Co., burned during the night of Nov. 1, with 2,500 bus. of corn, 500 of wheat and the same amount of oats. The building, valued at \$10,000, was insured for \$3,500 and the grain for \$3,000. The fire originated in the engine room.

Clifford, Ind.—Domestic troubles, including a \$15,000 suit for alimony, are supposed to be responsible for the death of Julian P. Norton, the aged and wealthy grain dealer, who last year married Dr. Effa A. Norton of Peru, Ind., on the advice, he claimed, of the spirit of his dead wife. Soon after his second wife filed suit for divorce, alleging that he spent much of his time with clairvoyants, and made a determined effort to obtain a share in his estate, which so preyed on the aged man's feelings that he told friends his troubles were worrying him to death. They now allege he died of a broken heart.

Monroe, Ind.—We have put new galvanized siding on our eltr. here.—G. T. Burk.

Malden sta., Lacrosse p. o., Ind.—Goodrich Bros. have had an addition for ear corn and a power house built by the Burrell Eng. & Const. Co.

IOWA.

Cumberland, Ia.—H. H. Wower will build an eltr.

Dakotah, Ia.—J. C. Huey is having the Younglove Const. Co. build an eltr. to replace the one burned.

Nevada, Ia.—I have taken over the management of the Farmers' Grain Co.—J. V. Storm, successor to Chas. Fantz.

Davenport, Ia.—John Noth, organizer of the Davenport Malt & Grain Co., died suddenly at his home in this city, Oct. 13.

Cromwell, Ia.—We have let the contract for a 10,000-bu. eltr. to Chas. E. Newell, to be completed by Dec. 1.—Gault Bros.

Clarinda, Ia.—James Shambaugh, one of the pioneer millers of this state, died suddenly at his home here, Oct. 21, aged 85.

Huxley, Ia.—H. R. Sheldahl of Cambridge, a veteran eltr. man, has taken over the management of the Farmers Eltr. Co. at this station.

Central City, Ia.—Hatch & Brookman have remodeled their old flathouse, built a cupola and put in a dump.—W. W. Sylvester, Ft. Dodge, Ia.

Badger, Ia.—The eltr. of the Reliance Eltr. Co. burned before daylight in the morning of Nov. 4, with considerable grain; loss, \$8,000, some insurance.

Millville sta., Turkey River p. o., Ia.—The Millville Farmers' Co-op. Commission Co. incorporated by George Friedman, Peter Henkels, and others; capital stock, \$10,000.

Pilot Mound, Ia.—The Reliance Eltr. Co. is painting and repairing its house at this station and installing a gasoline engine to replace the old horse power.—H. F. Goodale, agt. R. Eltr. Co.

Odebolt, Ia.—The 30,000-bu. storage eltr. has been completed for A. C. Petersmeyer by G. H. Birchard. It has a concrete basement, a large work floor and all conveniences for sacking pop corn.

Cedar Rapids, Ia.—As a result of the sale of the Pawnee Cereal Mills Co. to the Corno Mills Co. of St. Louis an eltr. and other buildings will be erected soon and the plant will be run to its full capacity.

Waterloo, Ia.—Tho I have retired from the grain business I may invest in some other, but have no particular one in view now.—J. S. O'Connor, formerly of O'Connor Bros., Sumner, Ia., succeeded by Wescott & Winks.

Kamrar, Ia.—A farmers' grain company has been organized with O. L. Gilmore, pres.; John Fonken, sec'y; Henry Arnold, treas. Authorized capital stock, \$25,000, of which \$7,000 is paid up. The company intends to buy or build an eltr.

Hubbard, Ia.—Farmers have organized a grain company with P. Knowles, W. Keller, G. Lage, D. E. Byam, A. Boeke and W. A. Thompson, directors. At a recent meeting 248 of the 400 shares of stock were subscribed at \$25 a share.

Neola, Ia.—William Thomas of Portsmouth has succeeded W. J. Hunter, resigned, as local mgr. for the Wells-Hord Grain Co., and will move his family here soon. Mr. Hunter will stay here this winter and go to his farm in the spring.

Cedar Rapids, Ia.—The Iowa Grain Co. incorporated by Henry A. Weise, C. E. Holcombe, Herman Schroeder and M. C. Volz; capital stock, \$125,000. The company will control eltrs. here and at Martins, Dysart, Elberon, Dinsdale, Titonka, Woden, Crystal Lake, Buffalo Center and Rake.

Galva, Ia.—Yeggmen blew the safe at the eltr. of Conger & Ball early in the morning of Oct. 27, and obtained \$100, blew the safe at the bank and got \$35, stole shotguns and ammunition from a hardware store and made their escape by stealing the team of the Methodist minister.

Robertson, Ia.—I am installing a new warehouse corn sheller and cleaner. I have bot J. W. Zufall's harness business and will continue it in connection with my eltr. and grain business. Mr. Zufall has been with me for the last two years and will continue to act as my agt.—George Wadsworth.

Ewart, Ia.—W. G. Blair, proprietor of the Ewart Lbr. & Grain Co., is having a 25,000-bu. eltr. built under the supervision of Harry Calhoun. Equipment will include a 20-h.p. engine, Victor Sheller, rope drive, manlift, and ear corn conveyor, also conveyors from warehouse now on the ground.—Jas F. McMeekin, mgr. E. Lbr. & Grn. Co.

Stanton, Ia.—The newly organized Mutual Grain & Stock Co. has bot out T. J. McCormack for \$3,200 and will take over the eltr., which has a capacity of 7,000 bus., as soon as details of organization are completed. L. J. Newman is pres.; W. A. Peterson, sec'y; Otto Honett, treas. Mr. McCormack has been in the grain business here for a generation and retires because of advancing age.

Odebolt, Ia.—Construction was started Nov. 2 on the 40,000-bu. eltr. for the Albert Dickinson Co., by G. H. Birchard, making his third contract at this point this season. The company will also have a large warehouse for sacking popcorn. The eltr. will be covered with galvanized iron and include in its equipment a manlift and four stands of eltrs.; work floor the entire size of the building and high basement paved with concrete.

Moorland, Ia.—The recently incorporated Farmers Grain Co. has obtained a loan of \$2,000 from a Ft. Dodge bank and has let the contract for a \$4,000 eltr. For more than a year the C. G. W. R. has been without an eltr. on its tracks at this point while the M. & St. L. has one, a situation that deprived the C. G. W. of enough traffic to make an eltr. desirable. Its officials offered line eltr. owners inducements to establish one and when they refused, L. S. Foss, division freight agt., stirred up the farmers to organize.

Des Moines, Ia.—The eighth annual exhibition and contest of the Iowa Corn Growers Ass'n will be held in this city Dec. 5-17. The Quaker Oats Co. has offered \$1,000 in prizes for the best Iowa oats and a silver medal for each of the four divisions of the state, northern, north central, south central and southern, as a sweepstakes prize for the best bushel of oats. The sweepstakes prizes come together for the champion sweepstakes premium, a gold medal offered by the same company. Exhibitors are required to ship their oats by express prepaid to Sec'y Bowman to arrive in Des Moines not earlier than Dec. 1 nor later than Dec. 3. More than \$20,000 is offered in premiums for the best Iowa corn. A premium list will be sent on application to M. L. Bowman, sec'y, Waterloo, Ia.

Le Mars, Ia.—The enr. that formerly belonged to E. H. Heller, known as the Peavey eltr., recently sold to Harry Lamon of Lebanon, S. D., burned Oct. 28. Loss, \$5,000; insurance, \$2,500.

Sioux City, Ia.—We were employed, in Justice's court, by Mr. Beers to defend against the collection of a penalty imposed by the Farmers Elevator Co. against Beers upon the charge that he had sold his grain to a competing buyer, he being at that time a stockholder in the Farmers Elevator Co. We tried the case before the Justice of the Peace at Doon. The jury found against Mr. Beers and allowed the plaintiff a recovery of a judgment for one-half the amount of the claim. We appealed the case to the District Court of Lyon County, Ia., and the case was to be tried at the term of the court there just concluded. We prepared for trial, and briefed the case quite fully, but upon the case being reached, plaintiff's attorney dismissed the case. Our examination of the question involved in this case satisfied us that the penalty could not be enforced, and we have no doubt that plaintiff's attorney came to the same conclusion; at least, his judgment procured in Justice's court was set at naught by dismissal of the case in District Court, and the Farmers Elevator Co. had, of course, to pay all the costs in both courts.—Wright & Sargent.

KANSAS.

Independence, Kan.—The Bowen Mlg. Co. is a scooper.

Montrose, Kan.—J. Jacobson is the regular grain dealer here.—Jno. A. Jordan.

Edmond, Kan.—I am agt. for the Baker-Crowell Grain Co.—W. T. Newbold.

Burrton, Kan.—The Burrton Grain Co. has installed a Sidney Combined Sheller and Cleaner.

Plains, Kan.—John Wilson is in a hospital in Hutchinson, under treatment for typhoid fever.

Hutchinson, Kan.—The eltr. of the Kansas Grain Co. was recently endangered by fire in a box car on a nearby siding; damage small.

Osawatomie, Kan.—A 30,000-bu. iron-clad eltr. to be operated by electric power has been completed for the Osawatomie Sheep Feeding Yards. Burrell Eng. & Const. Co. had the contract.

Council Grove, Kan.—The Salina Produce Co. has leased the eltr. that formerly belonged to F. B. Quimby and has been operated by the Morris Co. Grain Co., and will use it for cleaning grain in transit.

Holton, Kan.—The Western Eltr. Co. incorporated by H. D. Wilson, H. J. Kalusmire, E. W. Reed and two others; capital stock, \$20,000. The company has purchased the Midland eltrs. here and at Onaga, Circleville, and Larkinburg.

The next meeting of the Kansas Grain Dealers Ass'n will be held in Kansas City, as decided by the board of directors at the close of our last meeting, but we can not set the time until we know the date of the Mardi-gras in New Orleans. We intend to hold our meeting Tuesday, Wednesday and Thursday of the week before Mardi-gras and leave Kansas City over the Mo. P. at the close of the meeting, making a stop of part of a day at Hot Springs, spending two or three days in New Orleans and returning via Memphis and St. Louis, stopping a day in each of those two cities.—E. J. Smiley, sec'y.

Seneca, Kan.—W. B. Thompson, Thos. Burberry and E. M. Collins have bot the eltr., grain and feed business and the coal yards of H. R. Sheldon and will operate under the firm name of Thompson, Burberry & Collins. They took possession Nov. 2.

Kansas millers are preparing to make a strong effort this winter to obtain from the legislature an appropriation for \$100,000 to improve the state's seed wheat. The plan is to start a revolving fund for the purpose of importing wheat to sell to farmers. Money will also be asked to increase the facilities of the Kansas Agri. College for growing and distributing seed wheat. The matter had strong support two years ago, but was finally defeated by opposition of friends of the college, as the millers and the college management were not in accord concerning means and methods. They have now agreed to work together. The Sou. Kan. Millers Club also proposes to ask the legislature for the appointment of a seed wheat commission.

Atchison, Kan.—A fire discovered about midnight destroyed the eltr. of the Blair Eltr. Co. early in the morning of Nov. 1, the small detached office and 14 cars on a siding. Buildings a total loss and but little salvage on contents, 60,000 bus. of wheat, 8,000 of corn, 12,000 of oats, 10,000 bus. of buckwheat and 25 cars of cane seed, the latter being the property of Mangelsdorf Bros. Loss on wheat is rated at \$52,000; corn, \$3,600; buckwheat, \$5,600; oats, \$3,600; and cane seed, \$13,125. Entire loss, \$125,000; insurance, \$120,000. W. A. and J. W. Blair, who owned and operated the house, have announced that work on a new eltr. will be started immediately. All the books were saved, also two typewriters, an adding machine, a desk and some chairs and another office was opened the morning of the fire. The Washer Grain Co. offered to aid the Blair Co. in caring for its orders. Formerly owned by the Greenleaf-Baker Co., the eltr. was built about 15 years ago of frame construction; capacity, 175,000 bus. It had stood idle for some time when the Blairs bot it in July last year. After purchasing, they made extensive repairs and installed thousands of dollars worth of machinery. Since February Eltr. B, as it was called, had been operated profitably with steadily increasing business.

WICHITA LETTER.

The Watson Mill Co. has had an addition built to its eltr.

D. Brooks, formerly with the Kaufman-Boyle Grain Co., is now with Kelly Bros. Grain Co.

The Wichita Board of Trade has taken over the special wire formerly operated by Logan & Bryan.

Wichita, Kan.—Mrs. A. R. Clark has been made mgr. for the A. R. Clark Grain Co., since the resignation of Fred Dymock and will continue the business as heretofore.

The Board of Trade will endeavor to obtain from the Massachusetts Bonding & Insurance Co. the \$13,710 alleged shortage in the accounts of Henry J. Nickel, former mgr. of the Wichita Board of Trade Clearing Ass'n.

The Otto Weiss Alfalfa Stock Food Co., that lost its plant by fire last spring, has announced that its new plant will be ready for operation by the middle of the month. Two new contracts for additional buildings have been awarded that will add \$35,000 to the investment.

The Moffatt Commission Co. of Kansas City has bot the Wichita Board of Trade membership of H. F. Probst who will enter the real estate business.

The Empire Grain Co., that has been in business here five years, with offices at Ft. Worth, Tex., and Oklahoma City, has temporarily closed its Wichita office and will conduct its business from the Ft. Worth office. The Harbour Grain Co. has moved into the office vacated by the Empire.

KENTUCKY.

Louisville, Ky.—R. H. Dorn, a local grain dealer, is building a 1-story ironclad addition to his warehouse.

Irrington, Ky.—The Irrington Mill & Eltr. Co. incorporated by W. J. Piggott, John C. Payne and John R. Winn.

Campbellsville, Ky.—Sam Shipp & Son, grain dealers, suffered a fire loss of \$5,000, Oct. 25, including considerable grain.

Shucks Switch, Stateline p. o., Ky.—Three corn sheds belonging to the Woodland Grain Co., in one of which 500 bales of hay were stored and in another 100 bus. of seed wheat, burned during the night of Oct. 30. As the flames were discovered a few minutes after a train passed the fire is supposed to have been started by sparks from the locomotive. The sheds were valued at \$500.

Lexington, Ky.—George Roberts, sec'y of the Kentucky Corn Ass'n, announces that the first annual corn show to be given by the ass'n will be held at the College of Agriculture, State University, in this city, Jan. 3-6, 1911. Each exhibit will consist of ten ears. In his outline of conditions under which entries must be made, Prof. Roberts says: "Every exhibitor is required to take membership in the association and pay a membership fee of fifty cents per year which will entitle the holder to exhibit in all classes. However, boys under 18 years of age are allowed to exhibit free of charge. The five best samples in the various classes will be entitled to exhibit in the National Corn Show, to which no corn will be admitted that has not before been exhibited at the state show. Kentucky did not have enough corn on exhibit at the National Corn Show last year to take all of the premiums offered for this state, which is one of the ten leading corn growing states of the union, yet ranks only fifth in production. The average yield of the state is about 29.6 bus. per acre when, if farmers used the proper precaution in selecting seed and in cultivation, it should be 60 bus. per acre."

LOUISIANA.

New Orleans, La.—Shipments of grain in October included 57,446 bus. of wheat and 197,750 bus. of corn; compared with 116,648 bus. of wheat and 311,086 bus. of corn shipped in October, 1909. Total shipments since Sept. 1, 1910, included 82,439 bus. of wheat and 646,374 of corn; against 832,897 bus. of wheat and 431,086 of corn exported in the same period last year.—W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

MARYLAND.

BALTIMORE LETTER.

The first new southern corn of the season to arrive in this market was received recently by Stevens Bros. It came from the western shore of Virginia and sold at 50c per bu. But for its damp condition it would have graded No. 2 white.

Creditors of J. A. Loane & Co., bankrupt Sept. 30, expect to receive but a small part of their due, as available assets are limited and outstanding bills doubtful.

George W. Jones, a member of the Baltimore Chamber of Commerce, died at his home at Mt. Washington, near this city, Oct. 26. Pres. Jackson appointed a committee to attend his funeral.

A heavy movement of corn to Baltimore this fall and winter is anticipated generally, and this movement cannot begin too soon to suit Baltimore grain merchants who feel prepared to take care of all the corn the West can send here.—C.

In writing to its Baltimore correspondents a grain firm in Hamburg, Germany, recently said in regard to oats: "As soon as 38 lbs. Western clipped can be shipped at about M. 100 there will be business." This would mean about 34c. The freight would be 4.8c; elevation and insurance, 1.2c. Baltimore has not exported oats of any consequence since 1906 when 1,894,464 bus. were exported.—C.

Rumor has again reached this city through financial circles that the N. Y. Central system will eventually acquire control of the Western Maryland R. R., thereby gaining another Atlantic seaboard outlet at the port of Baltimore. As usual the rumor was promptly denied, but this city anticipates much from these rumored plans that occasionally unaccountably "leak," and Baltimore grain merchants desire the consummation of traffic arrangements that will give this port more eltrs. and more grain tonnage.—C.

During October, Baltimore received 513,873 bus. of wheat, 824,884 of corn, 71,701 bus. of oats, 94,599 bus. of rye, no barley and 47,148 bus. of malt; compared with 1,217,018 bus. of wheat, 689,846 bus. of corn, 152,075 bus. of oats, 120,261 bus. of rye, 3,471 bus. of barley, and 50,305 bus. of malt in October, 1909. Shipments in October included 851,775 bus. of wheat, 394,820 bus. of corn, 100 bus. of oats; against 323,833 bus. of wheat, 443,688 bus. of corn and 78 bus. of oats shipped in October last year.—James B. Hessong, sec'y Baltimore Chamber of Commerce.

MICHIGAN.

St. Clair, Mich.—The new eltr. for the Farmers Grain & Hay Co. will soon be completed.

Leslie, Mich.—C. N. Holkins of Leslie has succeeded Bond Bros. Fred C. Pickett is mgr.

North Branch, Mich.—Work on the new Harper Eltr. is progressing rapidly. A 25-h.p. gas engine will be installed.

Detroit, Mich.—Wm. V. Brace, general mgr. of the Commercial Mills, died recently, aged 49. He was well known throughout the state and his fair dealing, generosity and sterling character made him well liked.

Detroit, Mich.—We entered the grain and commission business Nov. 1. W. H. Hart, pres. and general mgr., was formerly with Botsford & Barrett, and has had many years valuable experience in the grain business.—Hart Grain Co.

East Lansing sta., Lansing, Mich.—The seventh annual meeting and exhibition of the Michigan Corn Improvement Ass'n will be held here, the Agricultural College station, Jan. 16-21, 1911. Formerly these exhibitions were confined to corn, but it is proposed to enlarge their scope to include wheat, oats, barley and other small grains, offering a liberal list of premiums for the best samples exhibited.

Allegan, Mich.—Fairfield, Kolvoord & Co. have started work on the foundation of an eltr. to be used in connection with their mill.

MINNESOTA.

Moorhead, Minn.—The Baldwin Eltr. Co. is raising its eltr.

Kasota, Minn.—Sage Bros. have sold their eltr. and retired from business at this point.

Gully, Minn.—The Hanson & Barzen Mfg. Co. has started construction work on an eltr.

Clearbrook, Minn.—The flathouse for the Diemer-Pepper Eltr. Co. is almost completed.

Duluth, Minn.—The Consolidated Eltr. Co. has increased its capital stock from \$400,000 to \$750,000.

Cable sta., Clear Lake p. o., Minn.—H. C. Ervin, proprietor of the City Mills, has purchased the eltr. here.

Minnesota Falls, Minn.—The eltr. of the McIntyre-Freric Co. burned in the night of Oct. 31; total loss about \$12,000.

Kerkhoven, Minn.—The Farmers Eltr. Co. has bot the 30,000-bu. house of the Northwestern Eltr. Co. and will open it for business soon.

Evansville, Minn.—John Bitzan is pres., David L. Jacobson, sec'y. and D. J. Jacobson, treas. of the recently incorporated Evansville Farmers Eltr. Co.

Clearbrook, Minn.—Farmers have organized a co-operative produce ass'n and are raising funds to build an eltr. T. K. Bergland is pres.; Alfred Henderson, sec'y; L. Jensen, treas.

Frontenac, Minn.—The house of the Milwaukee Eltr. Co. burned recently. It was an old building and had not been used for grain storage for some years. Loss covered by insurance.

Bird Island, Minn.—Ross Knutson and partners, who bot the eltr. from the Reinhardt estate last summer, operate it under the firm name of Ross Knutson & Co.—J. F. Malloy, agt. Crown Eltr. Co.

New Ulm, Minn.—The Eagle Roller Mills Co. has built 23 tanks, 4 more than originally planned, giving 600,000 bu. capacity instead of 500,000 bu. The last four tanks will be under cover this week, and the plant will be ready to handle grain this month.

Ashby, Minn.—A fire soon after midnight in the morning of Nov. 4 destroyed the eltr. of the Mnpls. & Northern Eltr. Co., operated under lease by the Ashby Farmers Eltr. Co. The eltr. contained 15,000 bus. of wheat, but the loss is covered by insurance.

Stephen, Minn.—The eltr. that formerly belonged to Richard Russel and was operated by the Minnesota Grain Co., but has been closed for some months, was sold recently under the hammer to clear up the title. Rusling & Berge bot the property some time ago.

Duluth, Minn.—Receipts of grain during the month of October included 5,955,164 bus. of wheat, 4,203 of corn, 269,717 of oats, 24,341 of rye, and 2,565,378 of barley; compared with 18,506,802 bus. of wheat, 78,487 of corn, 1,263,654 of oats, 111,520 of rye and 1,624,152 of barley received in October, 1909. Shipments included 5,293,744 bus. of wheat, 59,116 of corn, 296,924 of oats, 461 of rye and 2,244,643 bus. of barley; against 14,095,896 bus. of wheat, 121,627 of corn, 364,468 of oats, 103,779 of rye and 1,927,587 bus. of barley shipped in October last year.—

Charles E. Macdonald, sec'y Duluth Board of Trade.

MINNEAPOLIS LETTER.

During the fiscal year recently ended the Minneapolis Chamber of Commerce paid off \$70,000 of its outstanding indebtedness.

The announcement of the commission's findings for the local market has brot Timothy McGrath, assistant executive mgr. of the Minneapolis Traffic Ass'n, out of the Omaha discrimination rate case with flying colors.

E. O. Sather, city sealer, and Federal Inspector F. S. Holbrook are preparing amendments to the laws to provide for a state commissioner of weights and measures appointed by the governor for a 5-yr. term, to have supervision of the county systems. They allege the present law is a dead letter outside of the twin cities and Duluth.

Llewellyn Christian, a charter member of the Chamber of Commerce and head of the firm of L. Christian & Co., died suddenly of heart trouble early in the morning of Oct. 27, aged 69. He is survived by his second wife. He had no children. His sound business principles, conservatism and honesty made him one of the men that helped lay the commercial foundation of Minneapolis.

W. P. Trickett, executive mgr. of the Minneapolis Traffic Ass'n, has been presented with a resolution signed by the directors of the Chamber of Commerce, pledging the fullest co-operation and the substantial subscription of \$7,500 annually toward the \$100,000 available every year for the Traffic Ass'n to draw upon as it needs in its effort to maintain the trade territory of this city. Beginning Feb. 1 next, a 3-year agreement will go into effect enabling the traffic committee of the Chamber of Commerce to sit with the directors of the Traffic Ass'n.

P. P. Quist, state weigh master, has admitted that illegal certificates of weight of grain in cars have been given by terminal companies, whereby the shipper was deceived into believing his grain had been weighed by state weighers, as charged by H. O. Brown, state grain inspector of North Dakota. He said those issuing such certificates were committing a misdemeanor but, as there was no state department to prosecute such offenders, the only way they could be punished would be thru the application of the defrauded person to the county attorney or some state prosecuting officer. These irregularities do not concern Minneapolis grain eltrs. as all the weighing in them is done under state supervision. As Mr. Quist explained: "Most eltr. or terminal companies have their grain cars weighed by state weighers who act as inspectors to ascertain the cause of any shortage found. On their reports shippers can bring action against railroads if the shortage is due to cars in poor repair. But some eltr. companies not under state supervision issue certificates of weight, with the seal of the state of Minnesota on them and the word 'weighmaster' printed after the name of the weigher. This is directly forbidden by the law which provides that any weights not made under state supervision shall have printed on them in red ink the words: 'Not weighed under state supervision.'" F. W. Eva, state grain inspector, said that his office found more trouble with farmers "plugging" their cars, putting in seed of weeds, instead of grain, than he found in short weighing by receiving eltrs.

The Chamber of Commerce has ruled that it is a violation of its rules for commission merchants to pay the charges on collect messages from shippers offering to sell grain to arrive.

Thomas N. Taylor, head of the grain commission firm of Nichols & Taylor since Mr. Nichols' death some years ago, died of heart failure in the evening of Oct. 30, aged 51. He had lived 20 years in Minneapolis and had been a member of the Chamber of Commerce 15 years. For ten years he was active in committee work and served at different times as a member of the board of appeals. He was born in Urbana, Ohio, and in his youth went to North Dakota where he first became identified with the grain business. In this city he was affiliated with the cash grain trade. His last appearance on 'change was at the recent election. He had then been ill for some time. He is survived by his widow and four children, three boys and a girl, the eldest 14 years of age.

MISSOURI.

Strafford, Mo.—The storehouse of Henson & Thorson was burned recently.

New Florence, Mo.—T. M. Marlow is building an eltr. and mill, and is the only dealer here, Chas. Grebe not being in the grain business.—T. D. Pewell.

Mercer, Mo.—Ralph C. Staff has bot an interest in the Alley Grain Co. and the firm name has been changed to the Alley-Staff Grain Co.—A. A. Alley.

Butler, Mo.—W. W. Cannon has succeeded to the business of the Cannon-Weiner Eltr. Co., continuing the business under the name of the W. W. Cannon Eltr. Co.

Carthage, Mo.—We have completed a 35,000-bu. eltr. and our corn mill which has a capacity of 100 bbls. per day. All of the machinery will be installed by Dec. 1.—McDaniel Mfg. Co.

St. Joseph, Mo.—Work on the proposed Hynes terminal eltr. to be located near the Grand Island bridge has not yet been commenced because of the frequent changes in the building conditions said to have been insisted upon by Louis F. Swift.

Columbia, Mo.—We are indebted to T. C. Wilson, sec'y of the Missouri State Board of Agriculture, for a copy of the 41st annual report of the Board for 1909 containing Missouri crop statistics, report of the corn growers meeting and report of the annual meeting of the State Board of Agriculture, making an illustrated volume of 500 pages.

KANSAS CITY LETTER.

The Denton-Kuhn Grain Co., incorporated, capital, \$15,000; incorporators: Oliver Denton, W. B. Kuhn, A. P. Denton and others.

During October, receipts of grain at Kansas City amounted to 5,335,200 bus. of wheat, 961,200 bus. of corn, 557,600 of oats, 6,600 of rye and 32,200 of barley. Shipments during the month totaled 4,149,600 bus. of wheat, 698,400 of corn, 399,500 of oats, 8,800 of rye and 25,200 of barley.—E. D. Bigelow, sec'y Board of Trade.

J. G. Goodwin, chief weighmaster of the Board of Trade, reports that during July and August 1,826 cars arrived with leaking sides, 2,073 with leaking ends, 462 leaking doors, 472 leaking at door-posts, 323 leaking at corners, 234 had leaks at the drawhead, 90 at the end windows,

123 had leaking floors, 25 leaked at the kingbolts and 1,715 cars were unsealed.

ST. LOUIS LETTER.

Those who applied for membership in the Merchants Exchange during the month of October are H. B. Stewart, Chariton, Ia., Frederick C. Swartz, J. L. Anderson, Jr., Chas. Meuser and Edward C. Andrews, all of St. Louis. The above were by transfer from Chas. M. Mahoney, John Evers, W. J. Haynes, F. W. Brockman and James L. Taylor.

The Burlington road has announced that beginning Dec. 1, it will absorb switching charges on grain in carload lots in St. Louis, and in the opinion of J. C. Lincoln, of the Traffic Bureau, other roads will be forced to follow suit. Mr. Lincoln has also furnished information to shippers for claiming reparation from the carriers for overcharges in the rate from St. Louis to Denver owing to the decision of the Interstate Commerce Commission in the case of Geo. J. Kindel against the New York, New Haven & Hartford R. R. and suggests the best means for submitting such claims.

Grain receipts at St. Louis for the month of October amounted to 2,038,300 bus. and 12,899 sacks of wheat, 867,600 bus. and 1,226 sacks of corn, 2,068,900 bus. and 24 sacks of oats, 33,000 of rye and 345,800 of barley, as compared with 3,090,000 bus. and 15,463 sacks of wheat, 850,300 bus. and 418 sacks of corn, 2,043,200 bus. and 272 sacks of oats, 14,000 bus. and 14 sacks of rye and 377,000 of barley received in October, 1909. Shipments during the month amounted to 1,555,440 bus. and 6,580 sacks of wheat, 520,030 bus. and 8,590 sacks of corn, 1,224,460 bus. and 23,860 sacks of oats, 24,140 bus. of rye and 8,890 of barley, compared with 2,291,080 bus. and 170 sacks of wheat, 698,310 bus. and 24,060 sacks of corn, 1,275,730 bus. and 63,850 sacks of oats, 11,900 bus. of rye and 4,290 bus. of barley shipped in October, 1909. —Geo. H. Morgan, sec'y Merchants Exchange.

The directors of the Merchants Exchange gave a hearing Oct. 27, to the members who desire the re-establishment of the curb market which was recently prohibited. Harry W. Daub of the Schreiner Grain Co., E. F. Catlin of the Milliken-Helm Commission Co., Thomas B. Teasdale, Bert H. Lang, Thomas W. Carter and T. J. Lonergan spoke in favor of a reformed curb market and pointed out the action of the Chicago Board of Trade which has authorized trading in privileges by those who have deals pending in the regular market which they wish to protect by making deals of a contrary nature until the opening of the regular market the next day. Pres. Cochran of the Exchange explained that as the rules of the Exchange did not authorize such trading and as the board of directors had been informed that it was contrary to the law it had been ordered discontinued. The board adjourned without taking any action. As a result, the traders have organized their own "curb," and meet every afternoon in the office of Anthony H. Norris, each trader contributing \$2 per month for the use of the office.

MONTANA.

Bozeman, Mont.—I have quit the grain business in every form.—H. S. Buell.

Brady, Mont.—The 30,000-bu. house which we are erecting here on the Gt. Northern is nearly finished. It is equipped

with a 10-h.p. Otto Gas Engine and a 1,500-bu. Richardson Automatic Scale.—Peterson & Lewis.

Great Falls, Mont.—The 30,000-bu. eltr., which W. L. Horner and J. L. Monda are erecting here is being finished rapidly and will be handling grain by Nov. 15. It is of cribbed construction and is equipped with a 15-h.p. electric motor. Honstain Bros. are the contractors.

Logan, Mont.—An eltr. of from 25,000 to 40,000 bus. capacity is badly needed here as there is none at present and the town is surrounded for miles by excellent farms which this season will market 130,000 bus. of grain. The Logan is only a town of 400 people it is located on the junction of the main line of the Nor. Pac. and the Butte branch. It is also favored with a branch line of the Milwaukee, which runs from Three Forks to Bozeman. Altho only 1/10 of the land is farmed, the crop for next season is estimated at 200,000 bus. We are very anxious to see some company build an eltr. here and know that it would meet with the hearty co-operation of every farmer in this community.—W. E. Crowley, sec'y, Logan Land Co.

NEBRASKA.

Ord, Neb.—Geo. Pabler is now mgr. of the Farmers' Grain Co. here.

North Bend, Neb.—The eltr. of Dowling & Purcell has been completed.

Auburn, Neb.—J. M. Clark has bot the grain business and eltr. of Bousfield & Reed.

Boone, Neb.—The Farmers' Eltr. Co. will buy the 40,000-bu. eltr. of the Omaha Eltr. Co.

Fairbury, Neb.—The eltr. of B. W. McLucas has been completed and is now in operation.

Filley, Neb.—E. L. Stanhope has installed a New Process No. 66 cleaner made by the Fosston Mfg. Co.

Grafton, Neb.—B. H. Cronin has resigned as mgr. of the Hynes Grain Co., and has been succeeded by John Keenan.

Harvard, Neb.—We are replacing our 8-h.p. gasoline engine with a 10-h.p. motor.—Fred Kockrow, mgr. Harvard Co-op. Grain & L. S. Co.

St. Edward, Neb.—J. B. Carter, formerly mgr. of the Omaha Eltr. Co., here, has bot the eltr. from the company and will operate it under his own name.

Holmesville, Neb.—The Holmesville Mill & Power Co., a new firm, will begin buying here the first of the year.—Geo. Hunkle, agt. Black Bros. Gr. Co.

Ravenna, Neb.—The Ravenna Mills, which was recently purchased from the Central Granaries Co., has added a warehouse and sacking room and a burr mill and reel to its mill. A warehouse and sacking room has also been added to the eltr.

Wilber, Neb.—The Farmers' Eltr. Co. will replace their eltr. with one of 40,000 bus. capacity, iron clad thruout and built on a solid concrete basement. Equipment will include 2 stands of elevators, one of which will lift ear corn into a large crib adjoining when not wanting to shell. Rope will be used to transmit power and the building will be equipped with a 25-h.p. Fairbanks Gasoline Engine, a Victor Corn Sheller, a Cornwall Corn Cleaner, a Barnard & Leas Separator, manlift, 2 wagon dumps, a 700-bu. hopper scale and a Fairbanks Wagon Scale. G. H. Birchard has the contract.

Kearney, Neb.—The Lincoln Commission Co. has bot 5 of the offices of the H. E. Gooch Grain Co., including the one here. The sale does not include the milling and eltr. business of the latter firm.

OMAHA LETTER.

Omaha, Neb.—Elmer J. Kiddle of the Kiddle Grain Co., who recently went thru the court of bankruptcy, has been discharged.

The order of the Nebraska Railroad Commission which requires the roads to absorb switching charges is being backed by the local dealers.

Omaha, Neb.—J. W. Holmquist, W. J. Hynes and Sherman Saunders are the only nominees for new directors of the Omaha Grain Exchange, as the other candidates have withdrawn.

The eltr. of the Nye-Schneider-Fowler Co., which was burned a few months ago, will be replaced with a 1,000,000-bu. plant to be located at 28th and Oak streets on the Great Western terminals.

Omaha, Neb.—F. S. Cowgill, pres. of the Trans-Mississippi Grain Co., also pres. of the Omaha Grain Exchange, met with a serious accident last Saturday while out horseback riding. The horse he was riding fell on him, and broke his leg between the knee and the hip. He will be confined to the house for several weeks.

Receipts of grain at Omaha during the month of October amounted to 1,269,600 bus. of wheat, 1,322,400 bus. of corn, 943,500 bus. of oats, 25,300 bus. of rye, and 67,200 bus. of barley; compared with 1,838,400 bus. of wheat, 1,425,600 bus. of corn, 2,291,200 bus. of oats, 27,000 bus. of rye, and 119,000 bus. of barley in October, 1909. Shipments included 561,000 bus. of wheat, 1,094,000 bus. of corn, 708,000 bus. of oats, 25,000 bus. of rye, and 4,000 bus. of barley; compared with 637,000 bus. of wheat, 979,000 bus. of corn, 979,500 bus. of oats, 17,000 bus. of rye, and 22,000 bus. of barley, during October, 1909.—F. P. Manchester, Sec'y Grain Exchange.

NEW ENGLAND.

Bridgewater, Mass.—The new eltr. of the Eastern Grain Co. has been completed.

Oxford, Me.—Burglars entered the mill of the Robinson Grain Co., recently and attempted to rob the safe. The loss was slight.

Boston, Mass.—The liner Devonian left port Oct. 19, with a load of 86,000 bus. of grain, the first to be taken from the new Boston & Albany Eltr. at East Boston.

Watertown, Mass.—The eltr. of J. Loring & Co., containing 60,000 bus. of grain, was burned on the night of Oct. 29. Loss of \$75,000, \$25,000 on grain and \$50,000 on the building, the entire loss being covered by insurance. In an adjoining stable 30 horses belonging to the firm were stalled, 28 of these being rescued by the firemen.

NEW YORK.

Buffalo, N. Y.—The Spencer Kellogg Co. recently imported 240,000 bus. of flaxseed from Canada on which it was obliged to pay \$60,000 in duty.

Buffalo, N. Y.—We received the first two carloads of new yellow corn from Northwestern Ohio Nov. 1, and from surface indications the corn is of good quality.—H. T. Burns, sec'y Eastern Grain Co.

New York, N. Y.—A barge containing 9,000 bus. of wheat was ran into and sunk by the U. S. naval tug Apache.

Buffalo, N. Y.—A rate of 2¼c per bu. flat will be made for winter storage in steel eltrs. at this port and 1½c in wooden eltrs.

Buffalo, N. Y.—Nesbit Grammer, pres. of the Eastern Grain Co., entertained the members of the Corn Exchange at a dinner at the Ellicott Club.

Oneonta, N. Y.—We are now operating the plant formerly leased to the Oneonta Milling Co., with our office at this place. E. W. Elmore is mgr.—H. M. Goldsmith, ass't mgr. Elmore Milling Co.

Albany, N. Y.—Edward A. Durant, president of the defunct firm of Durant & Elmore, was acquitted of the charge of grand larceny Oct. 28, the district attorney having failed to show that Durant had guilty knowledge that the Bs/L, by means of which the firm secured \$35,000 from the National Commercial Bank, had been falsified. The firm recently filed a petition in bankruptcy with liabilities of \$1,041,563 and assets of \$16,572.

NORTH DAKOTA.

Great Bend, N. D.—The eltr. of the Gt. Western Eltr. Co. is being repaired.

Casselton, N. D.—Peter Hahen has succeeded me as agt. for the Rex Eltr. Co. here.—W. A. Beltz.

Buxton, N. D.—The Buxton Farmers' Eltr. Co. has increased its capital stock from \$3,000 to \$9,000.

Agate, N. D.—The eltr. of the Northland Eltr. Co. is closed because of light crops.—S. A. Sorben, mgr. Farmers Eltr. Co.

Churchs Ferry, N. D.—The feed mill of W. O. W. Swenson burned here Oct. 18, as the result of a gasoline explosion.

Mandan, N. D.—The Curlew Eltr. Co. of New Leipzig, has acquired a site for an eltr. and lumber yard on the N. P. right of way.

Bowman, N. D.—The Western Grain Co., incorporated, capital, \$50,000; incorporators: James E. Phelan, Chas. J. Phelan and others.

Agricultural College, N. D.—A 6 weeks' course in the study of the gas engine was opened here Nov. 7. This includes practical work as well as class-room instruction.

Heaton, N. D.—The 25,000-bu. eltr. of the Monarch Eltr. Co. has been completed, replacing their eltr. which was wrecked recently by a cyclone. C. E. Bird & Co. had the contract.

Kenmare, N. D.—J. Z. Dunwoodie recently arrested for embezzling funds of the Standard Grain Co. has decided to plead guilty, claiming that he took the money while under the influence of liquor.

New Leipzig, N. D.—A 30,000-bu. eltr. is being erected here for J. S. Birdsall by C. E. Bird & Co. It will be equipped with a 6 h.p. Fairbanks Morse engine, a 6-ton dump scale, a 100-bu. hopper scale, one stand of elevators and a manlift, and will be completed about Nov. 15.

LaMoure, N. D.—Winners of the LaMoure county's boys corn growing contest which will be held here Nov. 11 will be awarded with a trip to the state boys' corn growing institute to be held in Fargo Dec. 19 to 23. In addition to the 6 trips to Fargo, \$25 will be distributed in cash prizes. The contest in this county has been unusually successful.

Mott, N. D.—The Western Grain Co. is planning to build an eltr. here.

OHIO.

Pemberton, O.—L. G. Shanely has installed a new Sidney sheller.

Paulding, O.—I have installed a new Sidney wagon-lift.—Chas. Ozias.

Dialton, North Hampton p. o., O.—Baker Bros. have completed their new eltr.

Rossburg, O.—We have installed a new Sidney Cleaner in our eltr.—Bucklin Mfg. Co.

Van Wert, O.—We are putting a new dump in our eltr. for ear corn.—F. D. Brandt.

Bryan, O.—Grain dealers of this section held a meeting here Nov. 7, in the Chrisman Hotel.

St. Marys, O.—Gordon, Hauss & Folk have installed a Sidney Receiving Separator in their eltr.

Oakwood, O.—We have just installed a new wheat and oats separator in our eltr.—W. H. Hill.

London, O.—The London Mill Co. has just completed remodeling its mill. T. A. Long is proprietor.

West Liberty, O.—We may install a new gasoline engine in our eltr. next spring.—Elliott & Funk.

Celina, O.—We are planning to build an eltr. here this year and perhaps a small flour mill.—Model Mfg. Co.

Columbus, O.—The Ohio Millers State Ass'n will hold its fall meeting here Nov. 16-17, at the Southern Hotel.

Milan, O.—B. F. Turner is planning to build an eltr. here to be located upon the site of the old Star flour mill.

Colby, O.—The W. H. Gardner Grain & Mill Co. of Belview, has just completed its 5,000-bu. eltr. at this place.

McGill, O.—The Brady Grain Co. of Payne, O., is the only regular dealer here. All others are scoop shovelers.

Shelby, O.—Douglas & Tracht have completed their 20,000-bu. eltr. here. They are equipped to do transferring.

Lafayette, O.—We have installed a Monitor Cleaner in our eltr. and built a new hopper.—Johns & Sherrick.

Hatton, O.—We have sold our eltr. to Cruikshank & Wright, who took possession Nov. 1.—Munger & Strawman.

Lima, O.—The Northwestern Ohio Grain Dealers Ass'n was dissolved by mutual consent at a recent meeting here.

Greenville, O.—Mote & Hawkins have just completed a 15,000-bu. eltr. here and have installed the Sidney line of machinery.

Columbus, O.—For the first time in many years this city is free from bucketshops, the last one having closed up Oct. 19.

Spencerville, O.—We have just installed a new 20-h.p. gas engine and Sidney Corn Sheller in our eltr.—Spencerville Eltr. Co.

Duvall, O.—We have succeeded to the business of T. W. Baum, deceased, taking charge Oct. 20.—Teegardin & Garner Grain Co.

Findlay, O.—The Northwestern Ohio Grain Dealers Ass'n resolved in a meeting held here Oct. 26, that if the Ohio railroads raise rates next February, as is being considered, protests will be filed with the Interstate Commerce Commission.

Washington C. H., O.—Improvements upon the eltr. of the Fayette Grain Co. have been completed, and it is now in operation.

Snyderville, O.—The Harshman Grain Co. is erecting a 10,000-bu. eltr. here. Philip Smith Mfg. Co. has the contract for the machinery.

Lima, O.—Holdridge & Co. are remodeling their mill and have let a contract to the Nordyke & Marmon Co. for some new machinery.

Toledo, O.—The first shipment made thru the marine leg of the East Side Iron Eltr. Co. was 75,000 bus. of flaxseed, part of a cargo for Buffalo.

Dawn, O.—DeBolt & Niswonger have purchased the eltr. of William Reitz, which they formerly owned. Mr. Reitz will live near Brookville.

Fletcher, O.—The Fletcher Grain Co. has completed its 20,000-bu. eltr. here and installed a complete list of Sidney Machinery purchased from Philip Smith Mfg. Co.

Van Wert, O.—We are installing a Western Combined Sheller and Cleaner in our eltr. here and an ear corn loader at Grover Hill, O.—Ireton Bros. & Eikenberry Co.

Sidney, O.—We are overhauling our scales and putting in a Fairbanks type-registering beam, and will also build an addition to our office.—W. B. Jackson, mgr., Jones & Sheets.

Sherwood, O.—The hay barns of the Raymond P. Lipe Co., containing 200 bales of hay burned here Nov. 3. The fire is believed to have been caused by cinders dumped from a locomotive. The barns will probably be rebuilt. Loss \$4,500; insurance \$1,200.

Octa, O.—The eltr. of the Octa Grain Co. was burned Oct. 28, with a loss of \$7,500; fully insured. The fire is supposed to have been started by a locomotive spark. The eltr. is owned by Paul Hawes and his sister, Mrs. Winnifred Armstrong, of Xenia, O. There was no grain in the house.

Delaware, O.—Alkire & Sanders, who have bot the Hocking Valley Eltr. of P. W. Gage & Co., will completely remodel the building next spring. The new house will be of cribbed construction and equipped with cleaner, sheller and gas engine. The new firm is composed of A. Alkire and W. S. Sanders.

Sedalia, O.—We have completed a new 25x50 ft. seed and grain storehouse. The building is two stories, and is equipped with a No. 47 Clipper Cleaner of the latest design to be run by a gas engine. We have also remodeled our office and installed a new scale with self-registering beam.—Vent & Riddle.

Lima, O.—Northwestern Ohio is divided into several local territories (8 locals) comprising from 20 to 40 stations each. No unnecessary formality. Meetings as occasion prompts (averaging 10 days or 2 weeks). The Northwestern Ohio Hay & Grain Dealers Ass'n was a sort of a federation of these locals without tangible connection.—T. P. Riddle.

Worthington, O.—D. C. Brand has been at Shepherd Sanitarium for 11 weeks, suffering from a nervous breakdown. He is now mending. His daughter, Lucile, is conducting all the correspondence, while Hal McRill runs the eltr. It was thought at one time that Mr. Brand could not recover, and it will be 6 months before he can attend to business.

Lewis Center, O.—We contemplate installing a new feed grinder to turn out about 40 bus. per hour in place of one of the two mills now in use.—Gooding & Crumb.

Toledo, O.—Grain receipts at Toledo during the month of October were as follows: 256,800 bus. of wheat, 305,700 bus. of corn, 225,000 bus. of oats, and 6,000 bus. of rye; compared with 504,000 bus. of wheat, 212,100 bus. of corn, 285,000 bus. of oats, 2,100 bus. of rye, and 1,000 bus. of barley during October, 1909. Shipments during the month of October were: 193,000 bus. of wheat, 91,700 bus. of corn, 371,000 bus. of oats, and 19,800 bus. of rye; compared with 172,300 bus. of wheat, 57,600 bus. of corn, 303,100 bus. of oats, and 12,700 bus. of rye, during October, 1909.—A. Gassaway, sec'y Produce Exchange.

CINCINNATI LETTER.

Aug. Ferger & Co. have completed their eltr.

Rudolph A. Seelmeyer of the new Seelmeyer-Fox Grain Co. has been admitted to the Chamber of Commerce.

Joseph Costello will resign from the Union Grain & Hay Co. Dec. 1. W. W. Granger, pres. of the same firm, is seriously ill, suffering from gallstones.

Arthur Baldwin, Edwin Heil, W. J. Campbell and J. M. Scott, among those who conducted the O'Dell Brokerage Co., a bucket-shop, have returned to their homes here, each having served 6 months in jail.

W. R. McQuillan, of McQuillan & Co. was suspended Nov. 7, from the Chamber of Commerce, for a period of 6 months, charged with attempting to secure \$125 not belonging to his firm while acting as a commission agent for an Indiana shipper who sent a carload of grain to this market. McQuillan denies that there was anything wrong in the transaction.

As the result of constant trouble and complaints from dealers, a committee which was recently appointed to investigate the method of weighing grain, revoked the commission of William McCallister as chief weigher, and appointed Robert C. Archibale as acting chief in his place. James J. Heekin, president of the Chamber of Commerce, has not explained the cause of the dismissal of McCallister. Mr. Archibale has been with the bureau since 1906.

Receipts of grain at Cincinnati during the month of October were as follows: 138,970 bus. of barley, 585,626 bus. of corn, 639,184 bus. of oats, 88,224 bus. of rye, and 334,612 bus. of wheat; compared with 114,610 bus. of barley, 500,316 bus. of corn, 644,752 bus. of oats, 107,318 bus. of rye, and 498,913 bus. of wheat, in October, 1909. Shipments amounted to 1,028 bus. of barley, 427,966 bus. of corn, 320,176 bus. of oats, 37,608 bus. of rye, and 333,036 bus. of wheat, compared with 306,400 bus. of corn, 457,348 bus. of oats, 25,598 bus. of rye, and 474,016 bus. of wheat, during October, 1909.—C. B. Murray, Supt. Chamber of Commerce.

On Oct. 10 the fees on door inspection were reduced from 40 cents to 30 cents, and on reinspection increased from 60 cents to \$1.00—this makes a maximum fee for full inspection of \$1.30. This is merely a return to the old fees which were in force a few years ago. Our experience has shown that the old fee of 60 cents for reinspection, which included examination of each and every bale in a car, was a losing proposition to this de-

partment, as it required too much time and labor. Notwithstanding the fact that this market handles as much hay as formerly, there was a deficit in revenues for this work the past twelve months, which compelled the Board of Directors to re-establish the old system of fees so that this branch of the service would be self-sustaining. It is proper to remark that notwithstanding this nominal advance in the fees, the charges for inspection of hay in the Cincinnati market are less than in any market in the country, and the system of inspection most thorough and painstaking.—E. F. Dennis, Chief Hay Inspector.

OKLAHOMA.

Chickasha, Okla.—The Moore Grain Co. has bot a Western Gyration Cleaner.

Pauls Valley, Okla.—A. L. Moore has bot the eltr. of the Mitchell Eltr. Co.—J. R. Long.

Washita, Okla.—J. W. Nickels has installed a new Sidney Sheller and Cleaner in his eltr.

Wainwright, Okla.—S. M. Gloyd has built an elevated corn cob house at his eltr. here.—S.

Alsuma, Okla.—The eltr. of the Bower & Brown Co. has been iron-clad and given a general overhauling.—S.

Caddo, Okla.—Katy Mill & Eltr. Co., incorporated, capital, \$7,500; incorporators: J. S. Hartzog, D. M. Wilson, P. C. Tarver, J. W. Howe and Amos K. Bass.

Council Hills, Okla.—Scoop shovelers outfit here is covering the entire county with shucks and increasing immeasurably the firehazard of every building in the town. "Help! Fire!! Police!!!"

The Oklahoma law specifying the weights of meal put up in sacks provides for 35 lbs., 17½ and 8¼ lbs., there being no official 36-lb. weight, as has been erroneously stated.—Chickasha Milling Co., Chickasha, Okla.

Oklahoma City, Okla.—J. J. Stinnett, formerly manager of the Oklahoma City Mill, J. W. Plunkett, for several years with Walker Grain Co., of Ft. Worth, and J. H. Moore & Co., formerly of Dallas, Tex., have opened grain offices in Oklahoma City.

Broken Arrow, Okla.—Samuel Plummer has supplanted his steam plant with a gas engine and made considerable other improvements. The Pitts-Wells Eltr. Co. has clad its eltr. with iron and Bower, Brown & Baxter will do the same as soon as the rush is over.—S.

Oklahoma City, Okla.—D. C. Kolp, father of E. R. Kolp of Ft. Worth; D. C. Kolp, Jr., of Oklahoma City, Okla., and Chas. F. Kolp of the Trenholm-Kolp Co. of Memphis, Tenn., died at Spokane, Wash., Oct. 29th of paralysis at the age of 70 years. Mr. Kolp was brot up in Pennsylvania and moved to Iowa where he served several terms as chief clerk of the Legislature. Later he moved to Texas where he established the town of Iowa Park. During the opening of Oklahoma he moved to Hobart where he was sec'y and pres. of the first chamber of commerce. While not in the grain trade, the deceased was well known to it and his loss will be felt by its members.

OREGON.

Lakeview, Ore.—Lake & Duckworth have dissolved partnership, Mr. Duckworth continuing the business.

Shaniko, Ore.—A. D. Kennedy has succeeded to the grain business of Kennedy & Rosenbaum.

Island City, Ore.—The Conley warehouse was burned here recently with a loss of \$22,000. The loss includes 5,000 bus. of wheat owned by Kiddle Bros. and 5,000 bus. of wheat owned by Walter M. Pierce.

Portland, Ore.—The grain standard committee has finished its work with the wheat samples and has distributed them. Samples of feed and brewing barley and feed oats have also been distributed. A shipment of 12,600 lbs. of this sample wheat has been sent to the grain exchanges of London and Liverpool, there to be used as the standard in purchases by foreign traders of the 1910 crop. The grain commission of the Portland chamber of commerce fixes yearly the standard for wheat sold in England and Europe, the samples being carefully selected and representative of that marketed thru this port. The shipment contained samples of White Walla Walla, red Walla Walla, blue-stem, milling blue-stem, red Russiar, life and Turkey red.

PENNSYLVANIA.

Pittsburg, Pa.—On Oct. 24, the inspection dep't of the Grain & Flour Exchange passed upon 222 cars, the greatest day's work ever done, with one exception.

Pittsburg, Pa.—The Pittsburg Grain & Flour Exchange gave its fifth annual banquet Oct. 27th at the Fort Pitt Hotel. Pres. Wm. C. Hodill welcomed the members and the guests from out of town, and expressed the desire that the meetings would strengthen the friendship of the retailer and wholesaler and serve to remind them that the welfare of one was the welfare of the other. D. G. Stewart, acting as toastmaster, introduced the various speakers of the evening, which included Maurice Neizer of Fort Wayne, C. M. Bregg of Pittsburg, H. G. Morgan of Pittsburg and Congressman James Francis Burke, who gave an interesting talk on the real causes of the cost of living and predicted an inevitable fall in prices as a result of the immense crops of 1910. The speeches were interspersed with songs.

PHILADELPHIA LETTER.

The export grain trade is beginning to be more active, inasmuch as prices all around are becoming more attractive to foreign buyers.

L. G. Graff & Son are accorded the honor of having received the first full carload of new corn this season among their extensive receipts of grain.

The grain trade here generally feel somewhat elated over the announcement that a new steamship service, under the auspices of the California & Atlantic Steamship Co., will begin at once and the vessels ply between this city and other Atlantic ports to the Pacific Coast points, via the Isthmus of Panama.

The grain receipts at this terminal for October were: Wheat 1,335,655 bus., corn 136,678 bus., oats 482,777 bus.; compared with the same month in 1909, wheat 1,882,285 bus., corn 117,822 bus. and oats 399,659 bus. Exports for October, 1910, were, wheat 809,300 bus., corn, 8,613 bus.; against October, 1909, wheat 1,331,237 bus., corn 55,975 bus.

SOUTH DAKOTA.

Junius, S. D.—The eltr. of W. Z. Sharp burst here Oct. 24, spilling about 1,800 bus. upon the ground.

Agar, Gettysburg p. o., S. D.—The eltr. of the Farmers Eltr. Co. has been completed and is now in operation.

Lowry, S. D.—The eltr. and coal sheds of the Hawkeye Eltr. Co. have been purchased by J. J. Peters.—Jos. Bundschuls.

Dempster, S. D.—I. W. Overton, former mgr. of the Farmers Grain & Merc. Co., who was arrested by the state fire marshal charged with having burned the eltr. on the night of June 27, was tried in the county court recently and acquitted. The value of the grain alleged to have been destroyed was \$10,000.

SOUTHEAST.

Kissimmee, Fla.—The Kissimmee Grain Supply Co. has been incorporated.

Columbia, S. C.—Robert E. Brice, mgr. of the Columbia Grain & Provision Co., is charged by B. R. Cooner, proprietor of the company, with fraud amounting to \$10,000.

Richmond, Va.—The American Terminal Warehouse Corp. is building a grain eltr. for the Overman-Williamson Grain Co. to be 40x110 ft. and equipped with the most improved machinery for the handling of their increasing business. Richmond, on account of its low freight rates, is rapidly becoming a center for the distribution of flour, hay and grain. The Terminal Corporation is making a speciality of these lines and has ample room for storing and distributing thru its large fire proof warehouses.—J. W. Wills, gen. mgr.

TENNESSEE.

Memphis, Tenn.—The Merchants Exchange expects to move into its new building some time between Jan. 1 and 15.—N. S. Graves, sec'y.

Nashville, Tenn.—The opening of locks 5 and 6 in the Cumberland river will benefit grain men here as it will open the river for the year round, which will force better rates and will enable the farmers to market their grain without a long haul to the railroads.

Knoxville, Tenn.—The state supreme court, in a recent decision, has upheld the constitutionality of a law enacted in 1905 which fixes the weight of a bushel of corn meal at 48 lbs. and prescribes standard packages of halves, quarters and eighths of a bushel with the weight and quality stamped upon the bag and whether "bolted" or not.

Memphis, Tenn.—Addison J. Turnkey, alias A. J. Turner, was arrested in Salt Lake City recently charged with the embezzlement of \$3,500 from the McDonald Hay & Grain Co., retail grain dealers of this city. The prisoner has been indicted and has agreed to return to Memphis without a requisition.

TEXAS.

Vernon, Tex.—I am no longer connected with the Texas-Oklahoma Grain Co.—H. K. Greever.

San Angelo, Tex.—The new flour mill of Paul Garrett was burned Oct. 31 with a loss of \$30,000; insurance, \$19,000. The cause is not known.

Marfa, Tex.—The Silver Hill Mill & Eltr. Co., incorporated, capital stock, \$250,000; incorporators: R. K. Colquist, T. C. Crossen and H. D. Young.

Prosper, Tex.—The plant of the Lone Star Milling & Grain Co. burned Nov. 2. Loss, \$75,000. Included in the loss were 4 freight cars loaded with grain.

Sinton, Tex.—M. Strunk and Shelley Keykendell have engaged in the grain business.

Dallas, Tex.—We will discontinue business here on Jan. 1.—E. W. Rollow, mgr. Dallas Eltr. Co.

Fort Worth, Tex.—T. G. Hollingsworth, formerly mgr. for C. Barr & Sons, is now with the Lowry Grain Co.

Van Alstyne, Tex.—The Spencer Taylor Grain Co. has been elected to membership in the Texas Grain Dealers Ass'n.

Galveston, Tex.—No corn nor wheat was shipped from this port during the 2 months prior to Nov. 1, against 86,641 bus. of wheat and 222,857 bus. of corn shipped during October, 1909.—C. McD. Robinson, Chief Inspector, Galveston Board of Trade.

Rosenberg, Tex.—The Rosenberg Grain & Eltr. Co. warehouse caught fire Oct. 28, from sparks thrown by a passing engine. The sheller and loading bins, which held 3,000 bus. of grain, were burned. The eltr. and the main building, which are still unfinished, were saved.

Karnes City, Tex.—The prize for producing the largest yield of corn per acre in this state this season has just been awarded to South Texas, Willie R. Smith of Karnes City, 15 years old, being the winner, out of over 3,000 competitors. The record made by the Smith boy was 83 1-9 bus. per acre. He broke the land to a depth of eight inches in November, 1909, and planted it March 5, this year. He used white native seed that had been carefully selected. As a reward young Smith has the alternative of receiving from the Texas State Bankers' assn a free trip to Washington, D. C., and return, or a year's instruction at the state agricultural and mechanical college. He was given a prize of \$50 gold by the Texas State Fair assn, and a \$15 suit of clothes by the Karnes County Fair Ass'n.—W. H.

Ft. Worth, Tex.—After considerable discussion Nov. 1 the members of the Board of Trade decided to retain the present name of the exchange and to increase the number of directors from 13 to 21. G. C. Mountcastle objected to the change of the name of the Board of Trade because of the system of grain inspection maintained and perfected by the board, which was held in esteem and confidence by the dealers to whom he shipped. He declared that to abolish this inspection by the Board of Trade would set his business back ten years. Jule Smith said in his opinion Mr. Mountcastle stood alone among the grain men of the city in his desire for the Board of Trade inspection. The Grain & Cotton Exchange, he said, was the proper organization to make the inspection.

Mr. Mountcastle explained that most of his business was transacted on Board of Trade certificates, the prestige of which in foreign countries and at distant points was above reproach. He maintained that great harm would be done his business by abolishing the board and its grain inspection.

Austin, Tex.—Grain tariff rules have been amended by the state railroad commission so as to permit the exchange of billing between elevators and warehouses. To rule 19, section 6, is added the following:

"In cases where the owners of grain, etc., have thru ownership or lease, more than one eltr. or warehouse at transit point, located on the same railroad or on railroads under the same management and control, exchange of inbound billing

between said eltrs. or warehouses is permissible." Effective Nov. 10, 1910. Paragraph B of milling in transit Rule No. 3 has also been amended to read as follows: "Grain, etc., may be stopped once in transit, either before reaching or at the milling point, for any of the purposes specified in Rule 1 of the stopping-in-transit rules, before being handled under milling-in-transit rules." On Nov. 10, 1910, the R. R. Commission of Texas will consider amending Commodity Tariff No. 2-B, with a view to prescribe rules governing the handling of hay in transit. Heretofore, hay has been accorded transit privileges in such a way that shippers have not been required to preserve the identity of the sorts of hay so handled in transit. It is probable that the Commission may require each sort of hay to preserve its identity—that is that inbound alfalfa hay tonnage cannot be applied to outshipments of prairie hay.

WASHINGTON.

Toppenish, Wash.—Otto Lubbe has installed a New Process No. 66 Cleaner made by the Fosston Mfg. Co.

Eltopia, Wash.—The warehouses of the Kerr-Gifford Co. and the Interior Warehouse Co. are filled with wheat to their capacity.

Pullman, Wash.—Farmers in this vicinity have in their possession over 60% of the grain crop, not being satisfied with the prevailing prices. This condition is likely to prevail until Jan. 1, as until then no storage is charged by the Farmers Union.

Seattle, Wash.—The Fisher Flouring Mill Co. is building, in connection with its new mill, storage room for 450,000 bus. of wheat. The 21 concrete tanks will have a capacity of 400,000 bus. while the milling eltr. will hold 50,000 bus. more. The entire mill will be finished in the early spring.

Seattle, Wash.—The state railroad commission and the railroad companies hauling grain and hay to Seattle and Tacoma have formulated new rules which will hereafter govern the inspection of grain and hay. The new rules which are intended to remove much of the uncertainty that now prevails, are as follows: "The local inspectors at the cities of Seattle and Tacoma, after conference with railroad companies operating therein, shall designate tracks upon which cars containing hay and grain subject to state inspection shall be placed for track inspection. All cars containing hay or grain subject to inspection, where no general or specific instructions have been given as to placing of such cars for inspection, which are placed upon the track so designated, and notice of such cars being so placed is served on the state grain inspector prior to 9 a. m., and notice thereof given by telephone or personally to the consignee prior to 10 a. m., will receive prompt attention. Disposition of all cars inspected each day, where the notices above referred to have been given, shall be ordered given before 5:30 p. m. of the same day, or if track inspection is waived disposition shall be given before 5:30 o'clock of the same day, and failure to order or give disposition before 5:30 p. m. of such day shall authorize the railroad company to charge demurrage at the rate of \$1 per day for every day or fraction after 5:30 p. m. that disposition of such car shall have been delayed. Cars received after 9 a. m., or when notice of arrival and setting are not given the state inspector before 9 a. m. or consignee be-

fore 10 a. m., shall be entitled to free time within which disposition may be given, until 5:30 p. m. of the day succeeding such arrival and notice. Where the consignee desires reinspection he shall file orders with the local freight agents for cars upon which reinspection is called, and where cars are held for reinspection 24 hours additional free time shall be given. If on such reinspection the grade is changed no charge shall be made for such time. If the grade is sustained, demurrage at the rate of \$1 per day shall be assessed. Consignees who desire to waive track inspection and have warehouse inspection shall, in addition to notifying the state inspector, also notify the local freight agent prior to 5:30 p. m. of the day on which notice is given prior to 10 a. m. of the said day." Members of the grain department of the Merchants Exchange of this city held a meeting recently at which the new rules were discussed and given their indorsement.

WISCONSIN.

Rubicon, Wis.—Peter Kreutz has sold his stock in the Rubicon Malt & Grain Co. to the Hauser Bros., who are now sole owners of the plant.

Random Lake, Wis.—Fire which originated in the eltr. of Peter Bichler spread to other buildings which adjoined it and caused a loss of \$25,000.

Walworth, Wis.—The eltr. which is being erected here for the Milwaukee Eltr. Co. is being rapidly finished. The Burrell Const. Co. had the contract.

Madison, Wis.—The state railroad commission has ordered the C. M. & St. P. to reduce rates on dried brewers' grains between La Crosse and points in southern and eastern Wisconsin.

Eau Claire, Wis.—The Farmers Co-operative Products Co., incorporated, capital stock, \$10,000; incorporators: P. J. Fitzpatrick, R. H. Merz, G. F. Cummings, R. T. Kelley and W. J. Ganing.

Fall Creek, Wis.—The Fall Creek Grain & Produce Co., incorporated, capital, \$10,000; incorporators: E. H. Geske, H. C. Hinterberg, M. Schauer, Fred Kraft, H. Kopplin and Frank Redlaczky.

Madison, Wis. — "Outlaw" insurance companies operating by mail in this state will be prosecuted under the Wisconsin law. A circular letter is being sent by Insurance Commissioner George E. Beedle to every insurance company in the United States and to the general agents of all companies doing business in Wisconsin, warning them that under the law as recently construed by different courts and by the attorney general of this state, they are subject to prosecution.

Rice Lake, Wis.—The big eltr. and flour mill of the Rice Lake Mlg. & Power Co. which was leased for a term of 8 years to the W. K. Davis Power Co. was destroyed by fire Oct. 20, caused by defective wiring. The loss amounted to \$30,000 with insurance of \$18,000. The fire was discovered in the mill basement and was almost under control when the flames swept up a shaft into the attic and thence to the eltr. W. J. Davis may build an eltr. here.

MILWAUKEE LETTER.

H. M. Stratton of the Donahue-Stratton Co., has been ill with typhoid fever. He is improving rapidly.

Lyman Grain Co., incorporated, capital stock, \$5,000; incorporators: Irving C. Lyman, David A. Edgar and Fred Luling.

The paragraph in this column regarding complaint made against the Chicago Board of Trade by members of the Chamber of Commerce was not written by Sec'y H. A. Plumb, the only paragraph written by Mr. Plumb being the last one.

Members admitted to the Milwaukee Chamber of Commerce during the month of October were as follows: August Paulsen, M. J. Metzenheim, S. F. Mayer, Andrew J. Pick, and R. H. Haertel. Those transferred: Andrew Pick, deceased, and Geo. D. W. Mandeville.—H. A. Plumb, Sec'y Chamber of Commerce.

Rates for handling grain thru the Milwaukee terminal have been slightly increased by both the Milwaukee and St. Paul roads. Under the new rate transfer of grain from the car into the eltr. to be weighed will be charged for at $\frac{1}{4}$ c. per bu., except grain consigned to foreign markets, in which case the rate will be $\frac{1}{2}$ c. per bu. The increase is made because of the fact that the new cars now carry from 2,000 to 3,000 bus. of grain, whereas the old cars carried only 1,000 bus.

Receipts of grain at Milwaukee during October were: 1,441,780 bus. of wheat, 409,960 bus. of corn, 1,832,200 bus. of oats, 2,129,300 bus. of barley, and 77,520 bus. of rye, compared with 1,541,600 bus. of wheat, 360,800 bus. of corn, 1,020,000 bus. of oats, 2,586,800 bus. of barley, and 163,000 bus. of rye in October, 1909. Shipments during the month amounted to 923,839 bus. of wheat, 445,362 bus. of corn, 1,299,962 bus. of oats, 699,116 bus. of barley, and 20,530 bus. of rye, compared with 353,731 bus. of wheat, 457,196 bus. of corn, 569,770 bus. of oats, 785,052 bus. barley, and 60,850 bus. of rye in October, 1909.—H. A. Plumb, sec'y Chamber of Commerce.

New Corn Milling Plant at Milwaukee.

The new corn milling plant of the Charles A. Krause Milling Company at Milwaukee, Wis., has been completed, and is now in operation. The plant consists of a mill building, storage warehouse, grain elevator, feed mill and power plant.

The mill building is constructed with reinforced concrete columns, girders and joists. The floors are of wood 4" thick finished with maple flooring. The exterior walls of the building are of brick supported on the concrete frame. This construction for a mill building is entirely new, being used for the first time in this mill. The reinforced concrete frame work gives the structure a high degree of rigidity and strength not to be attained in any other style of construction, and the plank floor affords every facility for placing machine and spouting which is found in a mill constructed of wood. The insurance rate for this style of construction is about the same as for a building with concrete or tile floors, and all of the objectionable features of the fireproof floors in the mill are eliminated. All of the windows and doors throughout the building are fire-proof.

The mill is equipped with machinery for grinding 10,000 bus. of corn per day. The mill grinds white corn exclusively and produces a complete line of white corn goods, making a specialty of brewers' grits, meal and corn flour. All of the by-products are disposed of in the annex to the mill apart from the "white goods." The milling machinery requires about 500 H. P., which is supplied by Induction Motors varying in size from 10 H. P. to 150 H. P. each, many of which are directly connected to the machines.

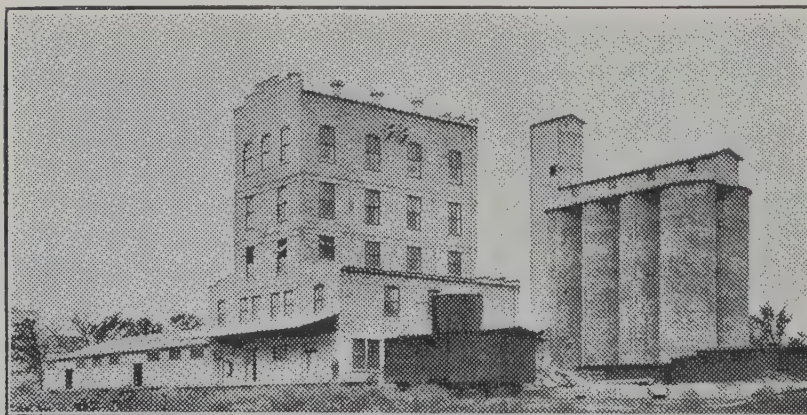
The corn is weighed into the mill through automatic scales, and all of the products are weighed out of the mill through automatic scales, so that the yield for each days run may be readily ascertained.

In connection with the mill is a fire proof warehouse with capacity for 100 cars of sacked goods. The warehouse has a reinforced concrete floor and loading platforms with a superstructure built of steel, the sides and roof being covered with expanded metal and plastered both sides with waterproof cement.

The grain storage elevator in connection with the plant consists of eight circular bins having a total capacity of 100,000 bus., with three intermediate bins used as milling bins and connected with the mill through a tunnel. The tanks are built of brick reinforced with steel bars, and the exterior surface is plastered with waterproof cement. The working tower of the elevator is built of steel covered with expanded metal and plastered with waterproof cement inside and outside. The elevator legs, shovel machines and conveyors in the elevator are each driven with an Induction Motor direct connected with planetary gear reducers.

The power plant is equipped with standard tubular boilers, corliss engine and alternating current generator, and supplies steam and power for the corn mill and elevator, and also for the feed mill which is operated by the same company in a separate building.

The buildings were designed and erected by Moulton & Evans, who also furnished and installed all of the milling machinery and electrical equipment throughout the plant.



Krause's New Corn Mill, Milwaukee, Wis.

Supply Trade

Edgar P. Barrett, Marion, Kans., has recently engaged in the contracting business.

The aluminum goods trust has a close corporation, so demands and gets any price it wants.

We look for considerable late work, if the unusually mild weather continues.—Younglove Construction Co.

The Finton Grain Elevator Construction Company, Appleton, Wis., has been changed to the Finton Construction Co.

Recent purchasers of Hall's Signalling Distributor include H. W. Caldwell & Sons Co., and B. F. Gump Co., both of Chicago.

The name of the Pasteur Vaccine Co., Ltd., has been changed to the Pasteur Laboratories of America, retaining the same addresses.

The Portable Elevator Co. at Bloomington, Ill., has had plans completed for the addition of a large structure to their already large plant.

A remarkable endorsement is shown in another portion of the Journal of the Western Gyrating Cleaners, made by the Union Iron Works, Decatur, Ill. Praise of this character constitutes a most gratifying recommendation.

The American Grinder Mfg. Co. has been incorporated at Milwaukee with a capital stock of \$5,000. Among the incorporators are C. A. Krause, President of the Charles A. Krause Milling Co., Frank Lueck and Leo Bethke.

J. H. Pank, Chicago representative for the preceding two years of the Invincible Grain Cleaner Co., Silver Creek, N. Y., has recently resigned and identified himself with the Richmond Mfg. Co., of Lockport, N. Y.

The Alfalfa Drying Machinery Co., Oklahoma City, Okla., has opened an office in Denver, Colo., and is installing what it claims to be the only mill on earth that grinds the green alfalfa direct from the mower.

The S. Howes Co., Silver Creek, N. Y., builders of the Eureka line, to secure much needed space for its extensive operations, will soon erect a new foundry. The main building will be 100x70 feet, and of most modern and fireproof construction.

The Younglove Construction Company of Sioux City, Ia., by means of red and green celluloid sheets, is giving its many friends in the trade interesting moving picture views of the man who did and the man who didn't have his elevator built by Younglove.

The new plant of the Marseilles Company at East Moline, Ill., is now in operation, the removal from Marseilles to the new location being accomplished with a remarkable lack of confusion, speaks highly for its organization. The increased capitalization permitted the most perfect and modern equipment for accurate, rapid and economical manufacturing.

The Huntley Mfg. Co., Silver Creek, N. Y., advise us of the interest displayed by country grain dealers regarding the Monitor wild oats separator. By actual test of sending to dealers widely scattered for samples of their very worst mixture of barley and oats, wheat and oats, etc., they have been able to return sample, demonstrating a character of work most remarkable and gratifying.

The Fosston Mfg. Co., Merriam Park (St. Paul), Minn., is distributing a very interesting booklet illustrating and fully describing its new Process No. 66 cleaner and separator and Miller's Queen, a machine designed and built for millers to separate wheat from all foreign matter. One page is given to a plan of an elevator showing how the cleaner can be installed over the driveway at small cost, where room is not to be had on the working floor. Journal readers who have not received a copy, will do so on receipt of request.

O. C. Benson's Elevator at Fairmount, Ill.

Illinois has more grain elevators than any other state and some of them have been in continuous operation for a quarter of a century or more. Illustrated herewith is the 35,000 bus. elevator of O. C. Benson, which is located on the Wabash railroad at Fairmount, Ill. It is a studded structure, contains three dumps, a Western Sheller and cleaner and adjoining are bins of 20,000 bus. capacity.

Mr. Benson has been in the business twenty-six years.

We have read with interest the Grain Dealers Journal and must say that the Saturday Evening Post is not the only publication in the country that is making giant strides and does credit to its editor.—E. R. Kolp, Ft. Worth, Tex.



O. C. Benson's Elevator at Fairmount, Ill.

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

CHOICE PECANS

In Local Lots Only

For Sample and Price write

Early-Ramey Co.
Brownwood, Texas

The host of users of our

Special Grain Shovel Rope

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CAR PULLING ROPE

It's a great thing.

DURABLE WIRE ROPE CO.

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SCOOP-TRUCK

Here is a user's testimonial: 'We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' Please ship us another with as little delay as possible.'

Huron Milling Co.
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Kennedy Car Liners

ARE THE

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Shelbyville, Ind.

Grain Carriers

On Nov. 21 the shippers who are opposed to the increase of rates will have their day in court.

The National Rivers and Harbors Congress will hold its seventh convention at Washington Dec. 7, 8 and 9.

The Canada Department of Agriculture has received no complaints this season of shortages in grain between the Port Arthur terminal eltrs. and Georgian Bay ports.

The Texas, Oklahoma & Eastern Ry. has been incorporated to construct a 30-mile line from Valiant through Bismarck to Mountain Fork river.

Nov. 15 is expected to be the date for closing the Erie Canal, which has been getting all the grain it could carry on the 5c wheat basis to New York.

Ira B. Mills, chairman of the Minnesota Railroad and Warehouse Commission, is being urged by grain merchants and millers of the Northwest for a member of the new Commerce Court.

The Interstate Commerce Commission on Nov. 5 dismissed the complaints against the existing rates on grain, grain products and hay from cities on the Ohio and Mississippi Rivers to the southeast.

Charters have been made for 2,000,000 bus. of wheat from Fort William to Buffalo at 2c, including winter storage at Buffalo. A charter was made at 1c to Buffalo for 260,000 bus. to unload at once.

The Electric Malting Company of Minneapolis petitioned the Interstate Commerce Commission for more reasonable rates on barley, corn, rye, oats, speltz and their products to Oakland and Los Angeles, Cal.

Van Natta Bros., of Fowler, Ind., and nine other grain firms of Indiana and Illinois have filed complaint with the Interstate Commerce Commission against the Big Four railroad, asking reconsignment concessions at Chicago.

The jurisdiction of the Interstate Commerce Commission over water carriers is very fully considered by Attorneys John B. Daish and C. D. Drayton in a brief filed with the Interstate Commerce Commission for the Humboldt Steamship Co.

Hearings have been conducted at Columbus, O., on charges that material owned by the state and purchased for canal improvement and repair has been stolen by canal employes and used in private contracts for stone and cement construction.

H. C. Barlow, traffic director of the Chicago Ass'n of Commerce, has issued a letter to members stating that they are entitled to refunds of the excess paid over the rates set by the Interstate Commerce Commission in the Missouri River and Denver rate cases.

After a two days' hearing at Boston, the Interstate Commerce Commission on Oct. 27 ordered that the operation of the new demurrage schedule filed by New England railroads be suspended until Dec. 1. The carriers filing the new schedules are the Bangor & Aroostock, Boston & Albany, Boston & Maine, Central Vermont, Grand Trunk, Maine Central, New York, New Haven & Hartford and Rutland railroads. The use of box cars as ware houses longer than 48 hrs. will no doubt be stopped in the near future.

Rate advances which were to have become effective Nov. 1 have been suspended until Mar. 1 by the Interstate Commerce Commission. These proposed rates covered grain shipments from North and South Dakota.

The Chicago Board of Trade on Nov. 2 filed complaint with the Interstate Commerce Commission alleging that the milling in transit rules which were to have been effective Nov. 1 are impracticable, and discriminatory against Chicago. It is alleged the rules increase the cost of transporting grain and impose an unjust burden on shippers. The Interstate Commerce Commission had granted permission to suspend the proposed rules.

After more than three years of litigation before the Interstate Commerce Commission and the federal courts, in which the shippers of the Missouri Valley succeeded in securing a reduction in their class freight rates from the seaboard, effective Oct. 27, the western railroads Nov. 1 announced their intention of restoring the rates on Dec. 1 to the basis condemned by the Commission. The Commission's order in what is known as the Burnham-Hanna-Munger or Missouri river rate case expires under the two year provision of the law on Nov. 10 and the roads propose to begin the fight all over again in spite of the fact that the adverse decision of the Commission was sustained by the Supreme Court of the United States.

In the Omaha grain rate case the Interstate Commerce Commission held that the real question is whether the carriers shall be required to establish rates from the territory in question to Omaha on a basis of like rates for like distances as compared with their rates from same points to Minneapolis; and that the rates to Minneapolis are strongly influenced or controlled by competitive conditions which do not likewise affect the rates to Omaha. The interests of the Minneapolis lines which do not also reach Omaha, as well as the demands of the milling interests at Minneapolis, create conditions which, as to the rates and transportation to Minneapolis, are substantially dissimilar from those which apply to the rates and the transportation to Omaha. The members of the Omaha Grain Exchange had complained that they are not able to obtain their fair share of the grain originating in South Dakota between the Missouri River and the Minnesota state line and from certain points in southwestern Minnesota and northwestern Iowa. The Minneapolis Chamber of Commerce appeared in the suit as intervenor and made an able defense for the carriers.

After having heard evidence for 23 days the Interstate Commerce Commission on Nov. 1 adjourned the western commodity rate cases. Argument will be heard Dec. 14.

The Detroit Board of Commerce has filed a protest with the Interstate Commerce Commission against the right of railroads to force a private code of demurrage rules on shippers.

The Brook-Rauch Mill & Elevator Co. of Little Rock, Ark., has filed complaint with the Interstate Commerce Commission against the St. L. I. M. & S. and Mo. Pac. railways alleging that the defendants have in force a proportional tariff on grain and grain products No. 1432, I. C. C. No. A970, a joint Circular No. 2B, I. C. C. No. A28, and a Circular No. 2C, I. C. C. No. A1618; that defendants have ever since these tariffs went into effect disregarded them and have charged plaintiff rates higher than named therein, and are charging unlawful rates on grain and grain products from Omaha, Neb., to Conway, Ark., and Morrillton, Ark. Complainant further contends that defendants are charging unlawful rates on corn products from Omaha, Neb., to Arkansas points; also that defendants have issued and established rates in their tariff and Joint Circular 2B, I. C. C. No. 1228, and their Joint Circular 2C, I. C. C. No. A1618, covering out-of-line hauls, which rates are unreasonable and unjust and discriminate against plaintiff and other grain dealers of Little Rock, Ark.

Grant Marsh, a river captain of 40 years experience, says he has seen the expenditure of 25 million dollars on the Mississippi between St. Louis and Cairo without permanent deepening of the channel one inch. The river is so heavily charged with muddy material that it can soon fill any dredged channel up to a level where the natural action of the current can keep it clear. As an illustration of this fact, Captain Marsh says that in ordinary high water the channel of the Missouri or of the Mississippi below the junction with that stream is no deeper than in low water. During the high-water stage the stream spreads out and fills up at the bottom. As the volume of water decreases the stream runs narrower and cuts a deeper channel. So far as depth of channel is concerned the river will have its own way. The fact that sidetracks can be laid to the very doors of factories and warehouses, to connect with the railroads, eliminating cartage, which oftentimes is more expensive than railroad transportation several hundred miles, puts steamboat transportation entirely out of the competition.



Ruins of Turner-Hudnut Elevator at Pekin, Ill., Destroyed by Incendiary Fire. See Illinois News, Page 653.

Miami Valley Dealers Meet.

The fall meeting of the Miami Valley Grain Dealers Ass'n was held in the Lima House, Nov. 2.

After an early luncheon at which all were the guests of the Ass'n, President Nutt called the dealers to order and made a short address on the Good of the Ass'n.

Fred Mayer of Toledo read a paper on The Relations of the Ass'ns and the Terminal Markets in which he said:

TRADE RELATIONS.

The relation of the grain association to the terminal market buyer should be one of the pleasantest, and I believe one is as necessary as the other. While some of the members of the grain ass'ns possibly think they would be better off by trading direct with the consumer, and cutting out the terminal market buyer, they are just as much mistaken in that idea as those terminal market buyers who believe they should buy direct from the farmer.

I think the majority of the members of grain ass'ns have more confidence in, and prefer dealing when possible with, terminal market buyers who are also members of their association or some other, and for my part (as a terminal market man) I always like to trade with shippers who are members of an association.

I don't want it understood, however, that I consider such members any better business men than are shippers who, for some reason or other, are not members of an organization. In other words, I am of the opinion that there are just as good Christians outside the church as in.

I have found, however, in my business experience, that I have the least trouble with dealers who are members of ass'ns, and for that and other reasons have been a believer in ass'ns for many years.

There are grain men located in many of the markets, however, who like many shippers, do not believe in grain ass'ns, but I have never had reason to regret being a member of them, or of their existence, and surely it is worth any man's time, and the money it costs for yearly dues, to have the pleasure of taking part in any of the meetings of the various associations.

As a terminal market buyer and a member of many associations, our firm has always that if a difference should arise between ourselves and some shipper, we would be only too willing to arbitrate the question with a committee appointed by some association. In fact, we have just placed such a case in the hands of the Indiana Grain Dealers Ass'n, and are positive we will receive fair treatment.

The arbitration feature of the various ass'ns is one of the grandest things ever invented. Differences are bound to arise, and how much better and less expensive it is to put the matter up before a committee that understands the case thoroughly, and not leave it to a lawyer or judge who oftentimes is not familiar with the grain business.

A grain dealers ass'n like yours, or a state or national ass'n, can do much more as a body than can a single individual. The trouble with most shippers is they do not realize this, and don't call upon the ass'n often enough to help them out if they need help.

Not Making Prices: The very fact that you invite farmers and others to your meetings (and the same invitation is extended by the other ass'ns) is surely proof to any one that you are not organized, or do not meet for the purpose of making prices, and if anything of that kind were attempted, I surely would be the first to oppose it.

The relation of ass'ns to the terminal market dealers is such that a committee of any ass'n will always receive more attention than will a complaint of one party, just as would a delegation from some terminal market no doubt receive more attention from you than a single individual, and that is a good feature.

I trust, gentlemen, the relations between terminal market men and grain ass'ns will continue to be even more friendly than they are at this time.

T. P. Riddle, Sec'y of the N-W Grain Dealers Ass'n read the following rules of that Ass'n and said that with the exception of six, all members are abiding by them:

TRADE RULES RECOMMENDED FOR OBSERVANCE OF ELEVATOR OPERATORS.

Each day's receipts of grain should be handled upon the market value prevailing upon that day, and no grain should be contracted at a fixed price in advance of the date of delivery.

The loaning of bags is an out-of-date and wasteful practice and it should be avoided in this day of minimized margins.

The story of grain for the account of a prospective seller involves risks of loss by fire, shrinkage, deterioration and otherwise, in addition to extra labor and property wear and tear, which make it an unsound and undesirable practice.

No money should be advanced or loaned on grain, except upon formal note with interest at a rate not less than the prevailing legal rate.

All grain should be bot and sold upon the standard of grades maintained by the Grain Dealers National Ass'n, and all hay should be bot and sold upon the standard of grades maintained by the National Hay Ass'n.

The soliciting, contracting and receiving of hay or grain should be confined to establish places of business, properly equipped with facilities for weighing, grading and handling.

A motion requesting all dealers to try to avoid loaning bags after Jan. 1 was carried.

E. A. Grubbs of Greenville read a report on the Condition of Crops.

The meeting adjourned and the dealers quickly dispersed.

A. R. Barthugyck and H. D. Ridge of the Fairbanks-Morse Co. exhibited a model of one of its continuous weighing automatic double compartment grain scales.

M. E. Young of the Philip Smith Mfg. Co. presented the dealers with a bar of soap.

Practically all the dealers were in favor of buying grain by the hundred-weight and have agreed to get up an agreement and try to induce all dealers in their territory to sign same.

Books Received

TRADING IN GRAIN is a modest booklet of 16 pages explaining the trade in grain for future delivery, defining trade phrases and advertising the St. Louis Merchants Exchange. Issued by the Publicity Department of the Merchants Exchange, Bert Ball, mgr., St. Louis, Mo.

GRAIN FLUCTUATIONS IN LIVERPOOL each month since Jan. 1, 1901, are shown on a chart 15 by 21 inches issued annually for the past 50 years by Montgomery, Jones & Co., of Liverpool, Eng. The price of 8 varieties of wheat and one variety of corn each week is shown in three colors of ink, with interesting information regarding crops, imports and important commercial events.

NATIONAL HAY ASS'N ANNUAL REPORT.—We are indebted to J. Vining Taylor, sec'y, Winchester, Ind., for a copy of the annual report of the National Hay Ass'n, containing the proceedings at the last convention, the constitution and by-laws, arbitration rules, trade rules, grades of hay and straw and the official directory of members.

Reparation Allowed.

The following refunds have been authorized by the Interstate Commerce Commission; C. A. Poole & Bros. awarded \$50 from the O. S. L. R. R. Co., because of overcharge on wheat from St. Anthony, Ida., to San Bernardino, Cal.; the South Chicago Eltr. Co., of Chicago, \$2 for expense of attaching grain doors on carload of grain screenings from Fordham, Ill., to Owensboro, Ky.; \$6.78 to Brennan & Carden from the Ill. Cent. for overcharge on a carload of barley forwarded from Marcus, Ia., to Chicago, Ill.

The Ellis Drier Co.

A Striking Fact

which shows the superiority of ELLIS DRIED grain is that grain from an Ellis Drier may be spouted directly into a screw conveyor and yet not suffer in consequence, whereas grain dried by older methods is so brittle that immediately it comes in contact with the grinding influence of a spiral conveyor it crumbles and meal is more or less the result.

It's Nature's Nearest Way

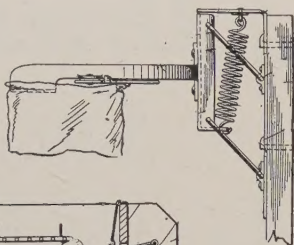
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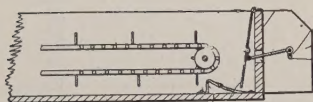
Patents Granted

Feeding Mechanism for Corn Shellers. No. 974,476. (See cut.) Wm. J. Dauner and Louis F. Dauner, Sutton, Neb. A trough and 2 endless conveyors working side by side in the trough; a guard strap secured to the bottom of the trough between the conveyors, a plate hinged to the receiving end of the trough above the strap, and driving devices for oscillating the plate.

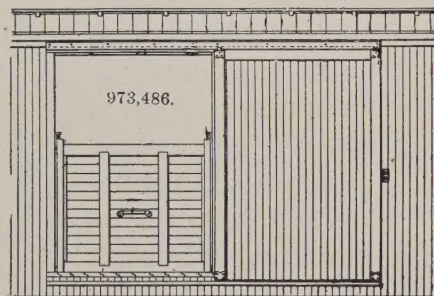
974,615.



974,476.



973,486.



Bag Holder. No. 974,615. (See cut.) Frederick C. Vonderahe, Oregon City, Ore. A bag holder having normally expanded resilient means for holding a bag and means for supporting this holder at a normally elevated position and allowing the holder gradually to sink as the bag is filled, means including upper and lower swinging members to each of which the bag supporting means is connected.

Grain Door. No. 973,486. (See cut.) Herbert W. Drew, Chicago. A vertically sliding and a pivoted bar adjacent to each side post of the door opening, the pivot being near the top end of the bars, the bars being adapted to swing outward, interlocking mechanism at the opposite end adapted to be engaged or disengaged by movement of the sliding bar, additional interlocking means at the top end to prevent movement of the sliding bar and a door engaging with the bars.

Protect Gas Engine Not in Use.

An engine which is neglected when not in use will never give the service, in power or fuel consumption, that it would if properly cared for. A half-hour, or even an hour, spent in protecting the engine before it is allowed to stand idle for any length of time would be most properly spent; it will save from two to ten times the same amount of labor in starting the engine the next time. When shut down even for a few days, all machined surfaces, valve seats, etc., should be protected from rust and dirt by a coating of grease. If possible, a tarpaulin should be thrown over the engine for further protection. It would be most foolish to leave an engine exposed to the weather.

Shipment Apply On Oldest Contract.

Pendleton Grain Co., St. Louis, Mo., plaintiff; v. S. Zorn & Co., Louisville, Ky., defendant, before arbitration committee of the Grain Dealers National Ass'n.

Plaintiff avers that on Jan. 17, 1910, he sold defendant 15,000 bus. of No. 3 corn at 65c. f. o. b. East St. Louis, on East St. Louis official inspection and Louisville official weights (usual terms) shipment within fifteen days. He states that shipment was made within contract time and that defendant refused to accept the last five cars containing 5,053 bus. 42 lbs., and that by reason of his non-acceptance he was forced to make other disposition of the part refused, entailing a loss of \$217.48. The contentions of plaintiff are supported by evidence which is not disputed.

The defendant, however, claims in his pleading, which is also supported by evidence, that on the date of contract on which plaintiff makes his claim, that he also bought of plaintiff ten cars No. 3 corn at 66c. f. o. b. East St. Louis, and confirmed the transaction to plaintiff as 10,000 bus. The plaintiff confirmed to defendant ten cars (no reference to quantity). Subsequent correspondence shows that defendant expected to receive on this contract 10,000 bushels and defendant expected to ship ten cars. He states in his letter to defendant "The ten car lot will contain somewhere around 10,000 bus., probably a little more or perhaps a little less." Evidence does not reveal any further understanding as to quantity. The plaintiff pleads that the latter specified contract has nothing to do with the former for the reason that defendant made no objection to invoices and paid his drafts against shipments to fill the ten car contract, and because of so doing he had accepted the contents of the ten cars to fill the ten car sale; thus leaving him free to ship 15,000 bushels on the sale for that quantity.

The arbitrators agree that the two contracts must necessarily be considered together, and findings are made on this basis. Papers submitted show that the plaintiff to fill the ten car sale shipped ten cars containing according to East St. Louis weights 15,195 bus., and later shipped to fill the 15,000 bus. sale about 15,000 bus.

It is decided to begin with that the contract for ten cars was according to defendant's understanding limited to 10,000 bus., and that plaintiff's understanding was "about 10,000 bus." In view of the fact that plaintiff shipped to fill this contract 15,195 bus., the arbitrators must fix the quantity at 10,000 bus. Terms of contract provided that Louisville weights were to be accepted as final, therefore the exact amount contained in the ten cars shipped to fill this contract could not be ascertained until the grain was weighed at Louisville. The plea of plaintiff that because he invoiced the certain ten cars to apply on the contract at 66c. and the further fact that defendant paid his drafts, should stand as an acceptance of 15,195 bushels, is not well taken, and cannot be allowed. It is, in the opinion of the arbitrators, a well established custom that contracts for grain of a like grade shall be filled (unless special understanding to the contrary) according to their date, the oldest first with surplus carried on to the next contract. In this case the most that plaintiff could expect was that so much of the contents of the ten cars as was required to fill the ten car sale would be applied, and surplus carried to the other contract.

It appears from the evidence that defendant on receipt of the ten cars corn shipped to apply on sale of ten cars applied 10,000 bushels, and carried surplus to sale of 15,000 bus.

It is also in evidence that when the last five cars were shipped, and were invoiced to apply on sale of 15,000 bus., the defendant observed that plaintiff had overshipped his contract, and on Jan. 29 when draft was presented for payment he wired plaintiff, "You have overshipped contracts fifty-one hundred bus. Cannot use at any price." It is concluded that the defendant proceeded according to custom in the handling and application of shipments to fill the sales in question, and that the claim of plaintiff for loss on account of defendant's refusal to accept more than 25,000 bus. on the two contracts under consideration is not well established, and should not be allowed.

The defendant's statement to the effect that there is due him from plaintiff on open account the sum of \$101.71 cannot be verified by the arbitrators, but appears in principle to be correct. The decision of the arbitrators is that plaintiff shall make settlement with defendant without regard to the claim for loss set forth in his pleadings first referred to.

Judgment is accordingly rendered in favor of defendant. Costs of arbitration to be paid by plaintiff.

CHAS. C. MILES,
E. M. WASMUTH,
E. A. GRUBBS,
Committee.

Shipment Must Be in Contract Time.

E. R. & D. C. Kolp vs. Updike Grain Co. Claim filed before the arbitration committee of the Texas Grain Dealers Ass'n by E. R. & D. C. Kolp of Fort Worth, Texas, against Updike Grain Co., of Fort Worth, wherein plaintiffs seek to recover \$327.05, alleged to be due on the failure of defendant to accept 333,000 lbs. of corn on which a market difference of 5½ cts. per bu. is claimed.

From the testimony we find that on Jan. 12, 1910, plaintiffs sold to defendant 10,000 bus. 3 or better mixed corn at 78½ cts. per bu., basis delivered Texas group 1 points, destination inspection, Kansas City official weights, shipment within Jan. 1910. The defendant's confirmation specified shipment by terminal elevators. It appears that the parties agreed to have the shipments stopped at Fort Worth for inspection.

The plaintiffs tendered to defendant at different times, invoices covering a little over 20,000 bus. of corn. The defendant paid or invoices for 830,000 lbs. of corn. Quite a lot of corn paid for failed to grade No. 3 at Fort Worth, and the plaintiffs repaid the defendant for such corn which failed to grade, amounting to 519,000 lbs., thus leaving 311,000 lbs. actually delivered to the defendant, and for which plaintiffs received pay. The testimony shows that plaintiffs were having considerable trouble to furnish corn of contract grade, and that defendant was urging plaintiffs to furnish corn of contract grade.

On Feb. 4, 1910, plaintiffs furnished defendants with the initials and numbers of 6 cars to be applied on the contract. All these cars save one showed shipment within contract time. One car shipped Feb. 1, 1910, was refused by defendant because it did not show January shipment. Three of the cars thus tendered graded No. 3 in Fort Worth, and were accepted by defendant. On Feb. 5, plaintiffs invoiced cars A. W. P. 2629 and R. I. 30487, being additional to the 6 cars invoiced Feb. 4. These 2 cars were not shipped from terminal elevators in Kansas City as per stipulation in defendant's confirmation, the certificates showing that they were shipped from the K. C. S. elevator in Kansas City. Defendant declined by letter dated Feb. 5th to receive these 2 cars on contract, and notified plaintiffs that they would not accept any more corn for the reason that the contract time had expired five days ago. On the 6 cars tendered Feb. 4th, 1910, 2 cars, C. O. & G. 28143 and C. R. R. & N. J. 36408, failed to grade, while car P. R. R. 7824 having been shipped in February was refused, as stated.

We are of opinion that the plaintiffs did not tender the balance of the corn according to the confirmation of defendant, and that defendant had the right on Feb. 5, to decline further shipments. Judgment is therefore rendered in favor of the defendant, and the secy. is directed to return defendant's deposit fee.

T. M. SLEEPER,
A. B. CROUCH,
BERT K. SMITH,

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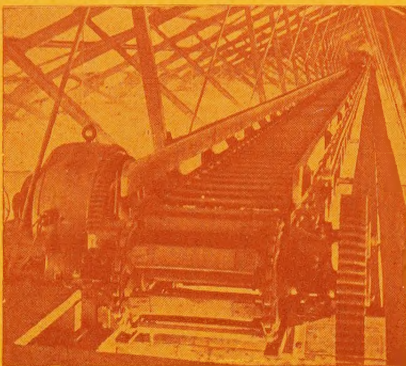
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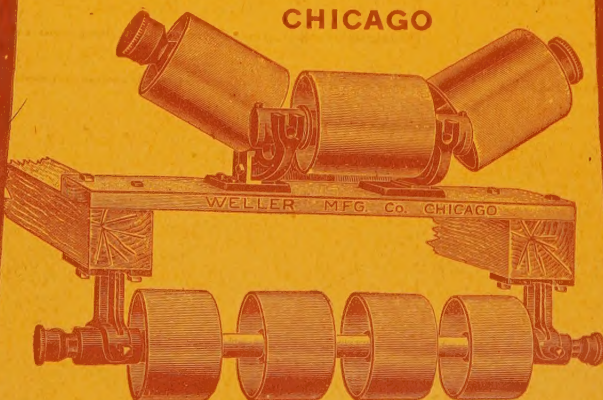
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